

Installation Instructions for Front Camber Plates

[It will be a lot easier if you read through this before you start working!](#)

Necessary Tools:

10, 13, 15, & 16mm sockets, universal joint, long extension, ratchet, all 3/8 drive. The 13mm socket should be standard depth. 5mm hex key (Allen wrench), or 5mm hex-bit (Allen) socket, ideally extra-long.

10, 13, 15, 16 and 17mm combination wrenches. Tapered drift punch. Soft faced hammer. LED flashlight.

Jack stand and small floor jack.

To prepare:

The **first step** is to remove the existing studs from your strut bearing top plate. **Do this BEFORE you jack up the car.**

Using a 13 mm socket or wrench, loosen all three flange nuts, located on top of the strut tower, under the hood, until each nut is about flush with the top of the stud.

Hit each nut sharply a few times with the soft faced hammer until the stud is driven out of the strut bearing top plate.

Leave the nuts in place for now

To Install:

Do one side at a time. Set the parking brake.

Now raise the vehicle with a floor jack or other suitable means and place it on a jack stand.

It is understood that the purchaser has the knowledge and proper equipment to raise the vehicle and secure it in a safe condition to be able to work underneath it.

Remove the wheel.

Detach one end of the sway bar link. On factory links, use a 17mm wrench to hold the stud from turning and a 16mm socket/ratchet to remove nut.

On the driver's side only, if you have the Xenon headlight option, detach the sensor arm from the control arm with a 10mm wrench/socket.

Slide the brake hose and ABS sensor cable out of their respective brackets on the strut.

Place the small floor jack under the lower ball joint and jack it up just until its snug

Finish removing the 3 flange nuts from the studs on top of the tower. **Save the nuts!! Discard the 3 studs.**

Lower the floor jack so that the strut drops down out of the tower as far as possible.

DO NOT FULLY REMOVE THE STRUT (unless you are replacing it).

DO NOT REMOVE THE NUT ON THE TOP OF THE STRUT!.

Note that there is a right-hand and left-hand camber plate. The studs in the camber plates will face upwards. By holding a plate in the correct orientation over the tower, you should be able to tell the right from left plate.

Place the correct plate on top of the strut bearing top plate, aligning the countersunk holes in the camber plate with the holes in the strut top bearing plate..

Apply anti-seize compound (provided) to the threads of each M8 flat head screw. Then place a M8 flat head screw in each hole, pointing down.

Put a M8 flanged lock nut on each flat head screw and tighten. Do not exceed 20 ft-lbs torque.

(Tip: You can reach through the holes in the tower sheet metal with your 5mm Allen wrench or socket by rotating the top plate to the appropriate position.)

Alternate Method: Some people may get frustrated trying to install and tighten the flat head screws. If you prefer, you can remove the strut, which makes this step easier. To remove the strut, completely remove the large clamp-bolt near the bottom of the strut. It is either an 18 or 19mm head depending on your vehicle. Caution: This bolt is often very tight. DO NOT BREAK IT, or you will be looking at a very expensive repair. Once the bolt is removed, you can remove the strut from its socket by wiggling it out. Penetrating oil helps. Then install the camber plate on top of the strut bearing plate, and reinstall the strut.

After all 3 flat head screws and nuts are installed and tight, line up the 2 studs with the holes in the tower sheet metal and carefully raise the strut using the floor jack. Take care to not damage the threads on the studs.

With the strut back in place, put a drop of oil on each stud, install a flange nut that you saved and finger tighten.

For the third position, install the M8 x 20mm flange head screw from the bottom, pointing up. Put the final saved nut on this screw.

Tighten everything to 20 ft-lbs, maximum. You may have to hold the M8 flange screw from below to keep it from turning. Use the 13mm socket and universal joint on a long extension to reach this.

(Tip: If your universal joint is too floppy, wrap it with a couple of layers of black electrical tape.)

Re-insert the brake hose and ABS cable into their brackets. Reattach the sensor arm (if equipped) and the sway bar link.

Reinstall wheel (89 ft-lbs/120 nm torque) and lower the vehicle.

Repeat for the other side.

If questions call 402-618-5566

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