

## Installation Instructions for Tower Reinforcement 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.

10, 13, 15, 16 and 17mm combination wrenches. Tapered drift punch. Small ball-peen hammer. LED flashlight.

Jack stand and small floor jack.

### To install:

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

Vehicle must be jacked up with the wheel off of the ground.

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

Remove the wheel.

Undo 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, undo 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

Unbolt **ONLY ONE** of the 3 flange nuts on top of the tower. **Save the nut!!** I recommend that you start with the rearmost nut. It won't matter much, but this is probably the easiest way.

With the nut removed, drive out the stud using your hammer, and maybe a punch. 3-4 good hits should do it. Don't bend the "ear" on the strut. If the stud is really stubborn, have an assistant "back-up" the ear with something heavy and then drive out the stud.

Be sure that the floor jack is supporting the control arm, and then remove the other 2 nuts. **Save the nuts!!**

Lower the arm and strut assembly as far as it will go.

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

**DO NOT MESS WITH THE NUT ON THE TOP OF THE STRUT.** If you remove this, the spring will come off like a rocket.

At this point you should be able to place one of the reinforcement plates onto the two remaining studs of the strut. You will probably have to wiggle things around, but it WILL go. If it won't, you may not have the car high enough off the ground thereby not allowing the control arm and strut to drop far enough.

Once the plate is on top of the strut (in the correct orientation, of course) and held in place by the 2 remaining studs, raise the strut back into place, using the floor jack. This is where a helper is really useful.

Once the strut studs are thru the tower, put a new flange head bolt (supplied) through the empty hole. It's a little tricky to reach. This is where you are going to need a long extension with a 13mm socket on a universal joint (or better yet, a 13mm wiggle socket) to reach up next to the coil spring. Once your accomplished this, put the nut you that saved on, and snug it down.

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

Now, pick another stud, drive it out, insert a new flange bolt, and install a nut.

Finally, do the same with the final stud.

When all 3 new flange bolts are in, firmly tighten all 3 nuts. You may have to hold the flange bolts from turning. Use the 13mm socket/universal/ extension again. Do not exceed 24 ft-lbs/32 nm torque.

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

[www.mcspecial.net](http://www.mcspecial.net)

*Purchasers understand and recognize that racing parts, specialized sports car equipment and all other parts sold by me are exposed to many and varied conditions due to the manner in which they are installed and used. Except for defects in materials, each part is sold "as is" without limitation, any warranty of fitness for a particular purpose. Without limiting the foregoing, there is no warranty expressed or implied as to whether the goods sold hereby will protect purchasers or ultimate end-users of such product and parts from injury or death. In no event shall I be liable for any special, incidental or consequential damages, or any other damage whatsoever arising out of or connected with the use or misuse of the products and each part thereof. Purchasers are relying solely on their own skill and judgment to select, purchase and use suitable products and assume all responsibility and risk with regard thereto.*