



2005-2014 Caster Camber Plate Installation (for use with Viking Struts)

Parts:

- (2) Caster Camber Top Plate w/Stud Plate
- (2) 5/8-18 Hex Nut
- (2) 7/8 Stepped Spacer
- (2) 3/8 Spacer

Directions:

1. Jack up the front of the vehicle and support with jack stands under the frame area.
2. Unbolt lug nuts and remove wheels from front end of car.
3. Start on the driver side and disconnect the ABS sensor wire and brake line bracket from strut body.
4. Disconnect the swaybar endlink from the strut.
5. Loosen but do not remove the 2 bolts holding the strut to the spindle.
6. Remove the 4 upper strut mount nuts on top of the strut tower.
7. The top of the strut is now free, remove the 2 strut to spindle bolts and remove the strut assembly from the car. We recommend using wire or zip ties to keep the spindle from stretching the brake lines.
8. Assemble the Viking Strut assembly with the appropriate spring and coil over kit pieces.
9. Slide the 7/8" stepped spacer onto the strut followed by the caster camber plate with the top of the cup (side with locking ring) facing down and stud plate with studs facing up (**See Image below**). Place the 3/8" spacer on the top side of the caster camber plate, followed by the 5/8-18 hex nut.
10. Check the underside of the strut tower for any burrs or debris that might prevent the caster camber plate from moving smoothly during adjustments. If anything is present file or sand down any burrs.
11. Line the strut up in place with the spindle and install the 2 factory bolts leaving them loose.
12. Align the caster camber plate by turning the plate so the v shaped notch is facing the fender of the car (outside). Slide it into place aligning the 4 stud plate bolts into the strut tower and place a washer and serrated nut on top of the strut tower side.
13. Tighten the strut body to spindle bolts.
14. Tighten the strut nut on the top.
15. Tighten the 4 caster camber stud nuts on top.
16. Repeat steps 3-15 on the Passenger side.
17. You should now take the car to an alignment shop for a proper alignment. If you have to drive a short distance to a shop we recommend aligning the top of the strut in the center of the strut tower opening between engine and wheel and as far forward as possible (**See Image below**). All cars are different but this should be a good starting point to get you a few miles down the road to an alignment shop.
18. Double check all hardware and tighten, reinstall wheels and lower front end of the car back on the ground.

