



UPR 94-04 Four Bolt Caster Camber Plate Installation

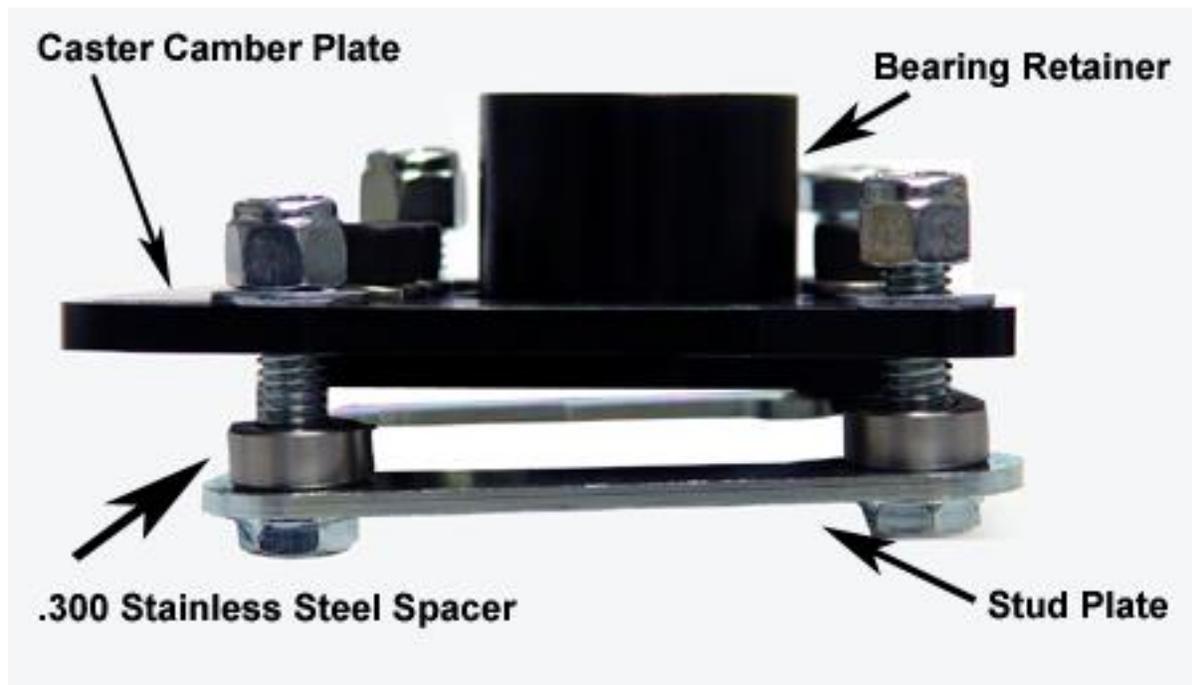
Parts:

- (2) 4 bolt caster camber top plates w/bearing plates.
- (2) 4 bolt stud plates.
- (2) Stepped down sleeve
- (2) .375" spacers
- (2) .25" spacers
- (6) 3/8"-16 flange nuts
- (8) 3/8" washers
- (8) .300 stainless steel spacer
- (2) 3/8"-16 x 1 1/4" hex head bolt.

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. Position the jack under the driver side A-arm (if you have tubular A-arms we suggest using a jack with a rubber pad on the cradle to prevent scratches or damage to tubing) with the cradle of the jack directly under the A-arm then jack it up to put some of the load from the spring onto the jack.
4. Remove nut on the top of the strut. **BE AWARE THE CAR WILL MOVE SLIGHTLY ONCE THE TOP NUT IS REMOVED! ALSO BE AWARE THE SPRING IS LOADED SO IF POSSIBLE SECURE THE SPRING WITH A CHAIN OR REMOVE IT BECAUSE IT COULD POP OUT AND CAUSE INJURY OR DEATH!!!**
5. Remove the (2) 15/16" nuts and (2) 13/16" bolts holding the bottom of the strut to the spindle and remove the strut.
6. Remove the three nuts holding the stock CC plates or aftermarket CC plates and remove the top plate.
7. Pull the factory stud plate off of the top of the strut.
8. Remove the factory dust cover if using original struts but leave the factory bump stop in place.
9. Take the passenger side stud plate and place it upside down onto the driver side strut tower and mark the strut tower for the 4th bolt location.
10. Using a punch make an indentation in the center of the mark you make for the 4th bolt location.
11. Drill a hole in the driver side strut tower using your marked location with a 27/64" drill bit.
12. Take the driver side stud plate and guide the stud plate through the fender well and line up the three studs through the factory holes.
13. Place three of the .300 stainless steel spacers onto each of the exposed studs on top of the strut tower.
14. While holding the stud plate in place put the driver side caster camber plate lining up the three studs then place a 3/8" flat washer and 3/8" flange nut on each of the stud from the top holding it in place.
15. Take another .300 stainless steel spacer and guide it in place for the 4th bolt between the strut tower and caster camber plate.
16. Thread the 3/8"-16 x 1 1/4" hex bolt with 3/8" flat washer through the 4th bolt location in the top of the caster camber plate making sure the bolt goes through the .300 spacer.
17. Place the stepped spacer onto the top shaft of the strut. Stepped area must go into the bearing so make sure it seats properly.
18. Guide the top of the strut back into the fender well lining it up with the caster camber plate and hand thread the nut on the top of the strut.

19. Line up the bottom of the strut and reinstall the (2) 13/16" nuts and (2) 15/16" nuts holding the strut to the spindle and torque down to factory specifications.
20. Jack up the A-arm so that the weight of the car is being supported by the driver side spring.
21. Use the provided .375" and .25" spacer sleeves between the caster camber plate and top strut nut so that approximately 1/4" of the threaded portion of the strut goes past the large strut nut.
22. Tighten the (3) nuts and (1) bolt.
23. Repeat steps 3-20 for the passenger side (step 9 do the reverse place the driver side stud plate upside down on the passenger side strut tower and mark the fourth bolt hole location).
24. Re-install the wheels and lug nuts.
25. Jack up car and remove jack stands and place car on the ground.
26. Bring your vehicle to a professional alignment shop.



Driver Side



**Caster Camber Plate
w/Bearing Retainer**



Stud Plate

Passenger Side



Stud Plate



**Caster Camber Plate
w/Bearing Retainer**