

991FSMT-CS Install Guide (OEM & OEM Style Coilovers)

This guide will cover installing the 991FSMT-CS Camber Plate on Stock Shocks as well as OEM Style Coilovers such as KW V3 and Bilstein.



Figure 1: CS Plate with OEM Rubber Spring Isolator

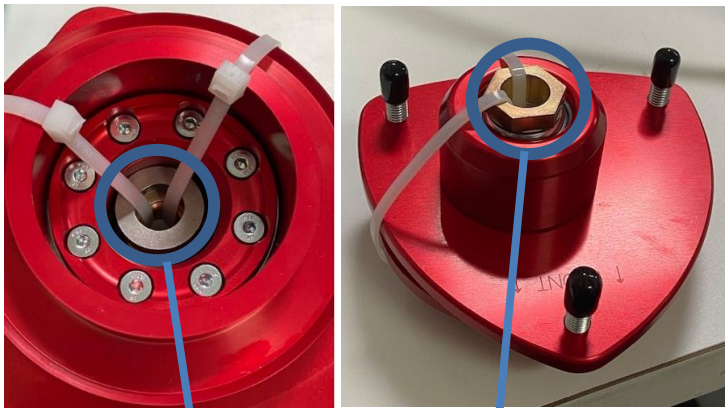


Figure 2: Thick Washer

Figure 3: Threaded Spacer

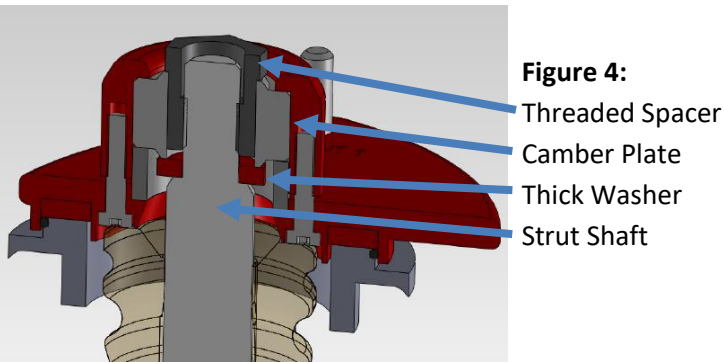


Figure 4:

Threaded Spacer

Camber Plate

Thick Washer

Strut Shaft



Figure 5: CS Plate with spring seated against rubber isolator



Figure 6:

Modified 24mm Socket for PASM

Steps:

1. Remove the stock shock from the car and remove the mount from the shock. You will be reusing the stock rubber spring isolator.
2. Install the rubber isolator onto the CS camber plate (**Figure 1**). ***Note the OEM Thrust Bearing will not be reused***
3. The CS Plate will have a Thick Washer and Threaded Spacer (**Figure 2 and Figure 3**).
4. To mount the CS Plate, install the Thick Washer, the Camber Plate, then the Threaded Spacer (**Figure 4**). ***Note make sure the spring is properly seated against the rubber spring isolator*** (**Figure 5**).
5. Torque the Threaded Spacer to **59 ft·lb** (unless otherwise noted in coilover instructions). ***Note if your car is equipped with PASM you will need to modify or purchase a 24mm Strut Nut Socket to tighten the Shock Nut. Take great care not to damage the PASM wire*** (**Figure 6**). To hold the shock shaft when using the Strut Nut Socket use a modified 10mm socket. The inner diameter of the 10mm 3/8" drive socket will need to be opened up to allow the PASM wire to pass through. Add flats on the sides of the 10mm socket so it can be held with a wrench (**Figure 6 and Figure 7**).
6. Install the shock/coilover assembly back into the vehicle.
7. Torque the M8 Nuts (Camber Plate to Chassis) to **24 ft·lb** each.



Figure 7: Modified 24mm and 10mm sockets