



Thank you for purchasing Moreno Motorsports Camber/Caster plates! To ensure proper installation, Moreno Motorsports recommends installation to be performed by a professional who is experienced with installing aftermarket suspension components.

This guide is written for the installation of Moreno Motorsports Camber/Caster plates on a car with OEM front suspension. Installation procedure may vary if your Camaro has aftermarket components installed.

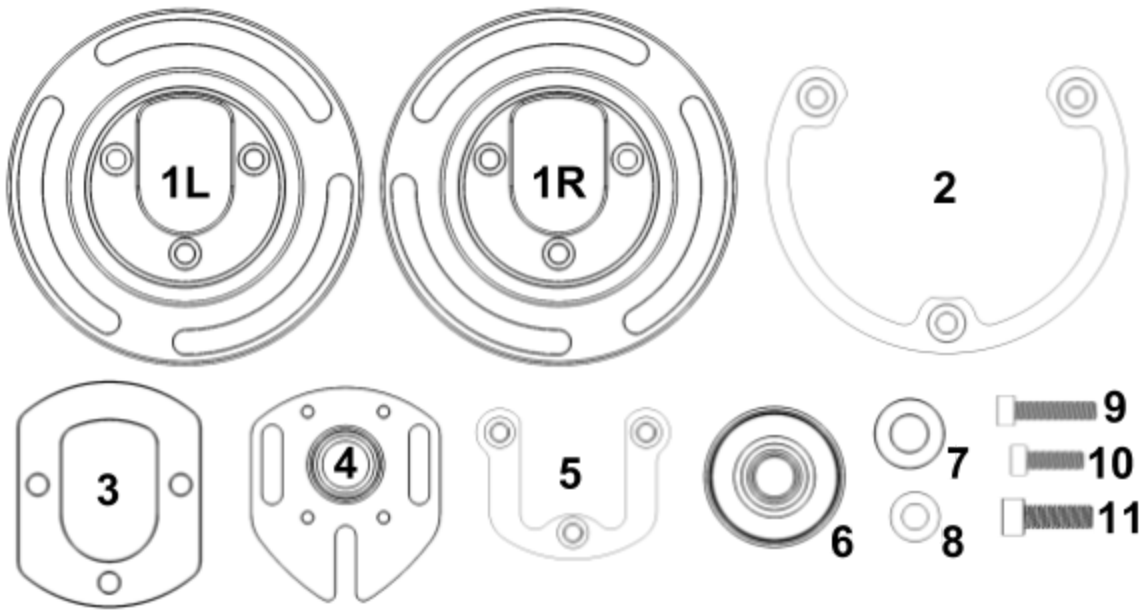


Tools needed/recommended:

- Jack and jack stands or Lift
- Spring Compressor (rentable from most auto parts stores)
- Torque wrench
- Appropriate ratchets
- Breaker bar
- Metric sockets
- Metric wrenches
- T50 Torx socket
- 4mm Allen key socket

Camber/Caster plates installation guide

1. Check Package contents to make sure all components are included



Number	Component	Quantity
1L	Top plate - Driver side	1
1R	Top plate - Passenger side	1
2	Radial nut plate	2
3	Ride height spacer	2

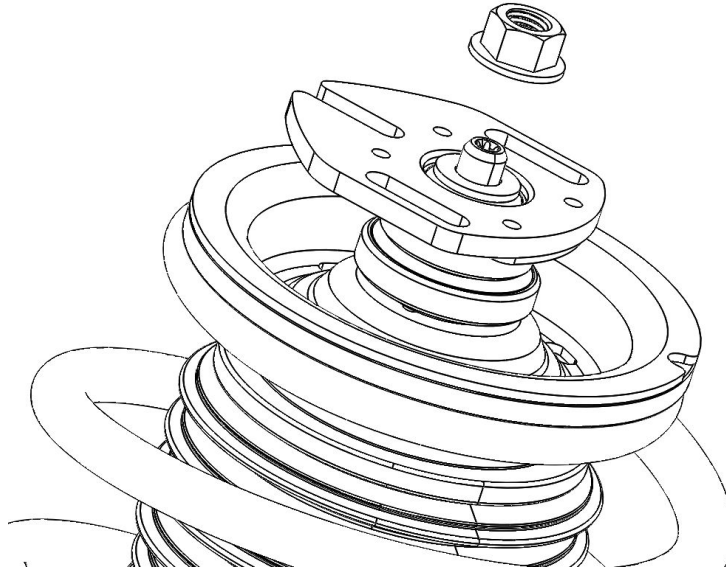
4	Mid plate assembly (includes spherical bearing)	2
5	Linear nut plate	2
6	Roller bearing assembly	2
7	Misalignment spacer	2
8	M10 washer	6
9	M8 x 35mm socket head cap screw	6
10	M8 x 25mm socket head cap screw	6
11	M10 x 30mm socket head cap screw	6

1. Raise vehicle so that tires are not in contact with the ground, either with a lift, or jack. If using a jack, make sure to properly support vehicle with jack stands.
2. Remove front wheel.
3. Unclip ABS sensor from routing bracket.
4. Remove brake line to strut bolt and unclip brake line from bracket.
5. If MRC equipped, disconnect MRC sensor
6. Remove end link to strut nut (18mm socket, 6mm allen key)
7. Remove spindle bolts (24mm socket for nut and 20mm socket for bolt; NOTE: Bolt is splined -- a hammer/mallet may be needed to remove it). Camber is adjusted by changing the position of the top spindle bolt relative to its slot. If you want to keep your current alignment while the camber plates are in their "street" setting, make sure to mark the position of the spindle bolt so that you could reset it to that position when reinstalling the struts. Support the weight of the brake/spindle assembly as it will be free to drop when the bolts are removed. To avoid damage to steering tie rods, it is recommended to support the brake/spindle assembly with a jack or jack stand.
8. Open hood and, while having a partner support the weight of the strut below the shock tower, remove the three M8 bolts (13mm socket) that are securing the strut assembly to the tower. Once bolts are removed, pull the strut assembly out from under the tower.

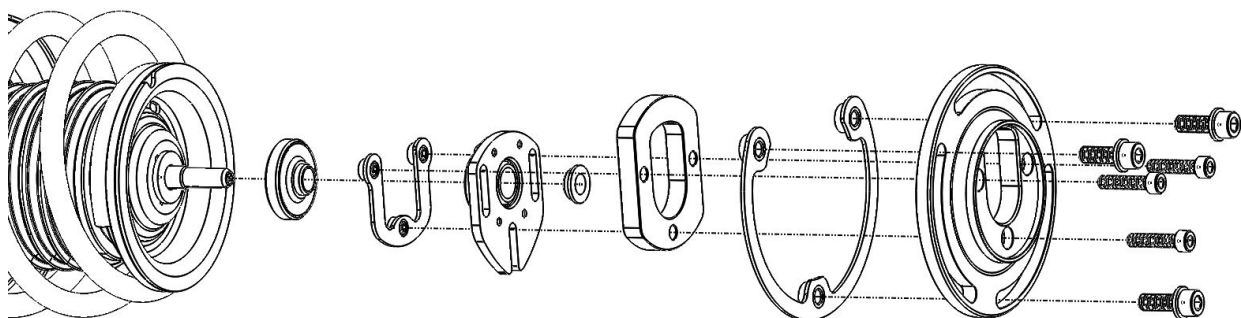
9. Remove plastic strut nut cover. Use a spring compressor to compress the strut spring, and use an impact wrench to remove strut shaft nut. Do NOT remove strut shaft nut unless spring is fully compressed, or injury may occur. Remove the strut mount assembly. Keep spring compressed.
10. Remove spring perch with rubber isolator from strut. The Spring perch has a 14mm (~9/16 inch) hole for clearance of the strut shaft. For proper operation of the Moreno Camber/Caster plates, the strut shaft hole must be enlarged to 3/4". This can be done with a #3 step drill or 3/4" drill. **DO NOT SKIP THIS STEP.** A Light coat of rust inhibitor is recommended to prevent corrosion over time.



11. Remove x3 M8 bolts and separate top plate from mid plate assembly. Use a spring compressor to compress the spring on the strut. Install roller bearing and mid plate onto strut shaft, as in the illustration below. Apply blue loctite to the threads on the strut shaft. Make sure assembly is properly aligned, i.e. the roller bearing should be seated concentric to the spring perch. Using a T40 torx and open wrench, tighten nut to strut. Torque to 52 ft-lbs.



12. Assemble the camber/caster kit onto the strut as illustrated below. If you would like to lower the front by $\frac{1}{2}$ ", remove ride height spacer from assembly and replace M8x35mm screws with supplied M8x25mm. If you would like to keep ride height unchanged, leave ride height spacer in assembly along with M8x35mm screws.



13. If you have not already done so, remove M10 screws and washers, and radial nut plate from plate assembly.

14. Install strut. Have a partner hold the strut assembly under the shock tower, concentric to the strut tower hole. Orient the top plate such that the linear adjustment is pointed directly towards

the opposing strut tower. Position the radial nut plate under the top plate and fasten the plate to the strut tower through the appropriate holes using the three M10 screws and washers.

15. Reinstall brake line and nut, end link and nut, and ABS sensor using OEM torque specs.

16. Repeat steps 3-14 for other side.

17. Adjustments can now be made with the plates. Positioning the strut inboard will place the strut in a position similar to OEM, while positioning the strut outboard will increase camber or caster, depending on the orientation of the plate. Torque M8 screws to 22 ft-lbs, and M10 screws to 30 ft lbs.