

FRONT RACE CAMBER PLATES

Fits mk4 VW Golf / GTI / Jetta / New Beetle / R32 and Audi TT

PARTS INVENTORY:

- 2 – FRONT CAMBER PLATES
- 2 – STOCK STYLE FLOATING SPRING TOP HATS
- 2 – 22mm LOCK NUTS 14x1.5 THREADING
- 4 – BEARING SPACERS
- 1 – HEX WRENCH



TOOLS REQUIRED:

- TORQUE WRENCH
- 22mm SOCKET
- REPAIR MANUAL SUCH AS THE BENTLEY BOOK

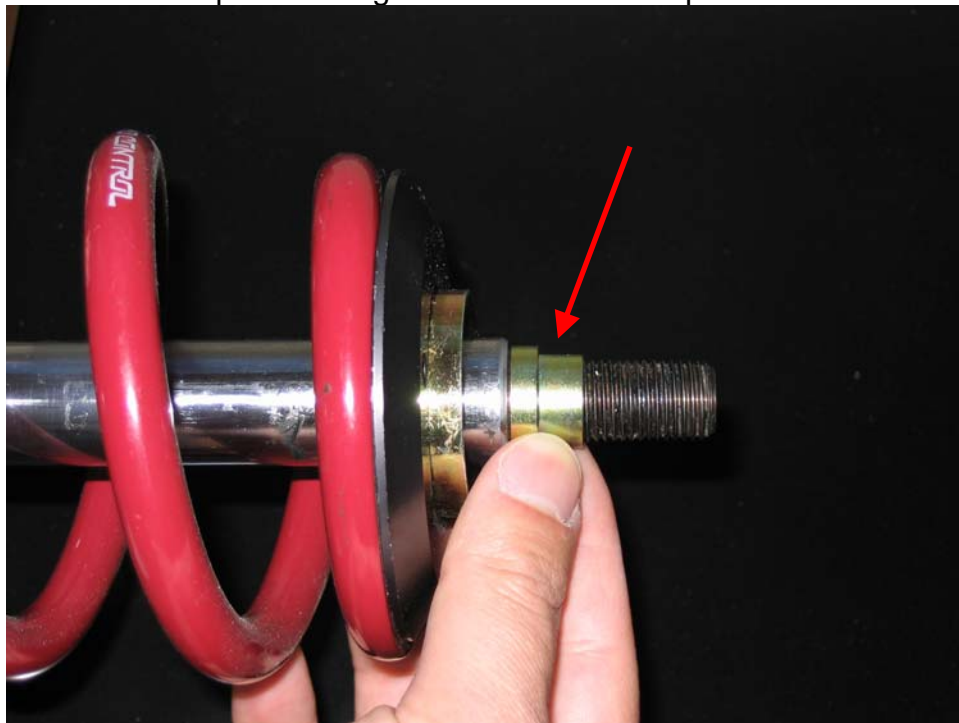
THIS INSTALLATION GUIDE REQUIRES THE INSTALLER TO HAVE KNOWLEDGE OF SUSPENSION INSTALLATION.

1. Remove front strut/spring assembly from the vehicle.
2. Use a spring compressor to unload spring tension from existing spring hats.
3. Remove existing top strut bushing nut and remove stock bushing, bearing, and spring top hat.

4. Apply a moderate layer of bearing grease on top of the contoured portion of the FLOATING SPRING TOP HAT. This will minimize popping noise while the FLOATING SPRING TOP HAT and SLIDER surfaces break in.



5. Install the FLOATING SPRING TOP HAT onto the spring. NOTE: FLOATING SPRING TOP HAT will not sit snug on the strut shaft by design.
6. Slide BEARING SPACER over threaded portion of strut shaft with the larger diameter side of the spacer facing downward. NOTE: spacer is different from photo.

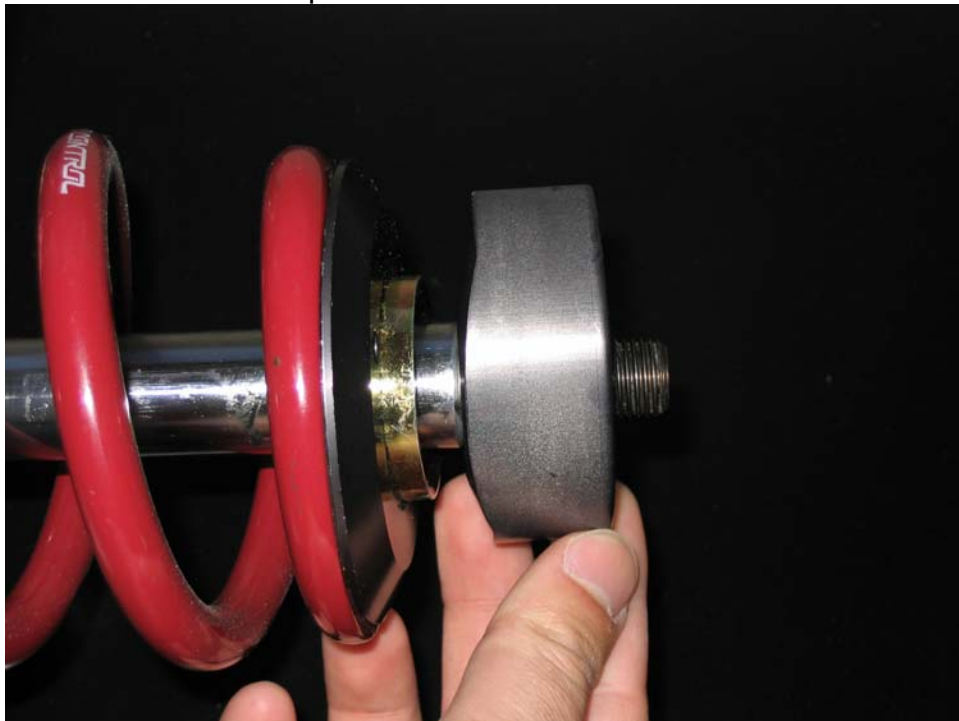


7. Remove the 5 hex fasteners from camber plate while being careful not to lose the installed washers or dropping the SLIDER underneath.



SLIDER

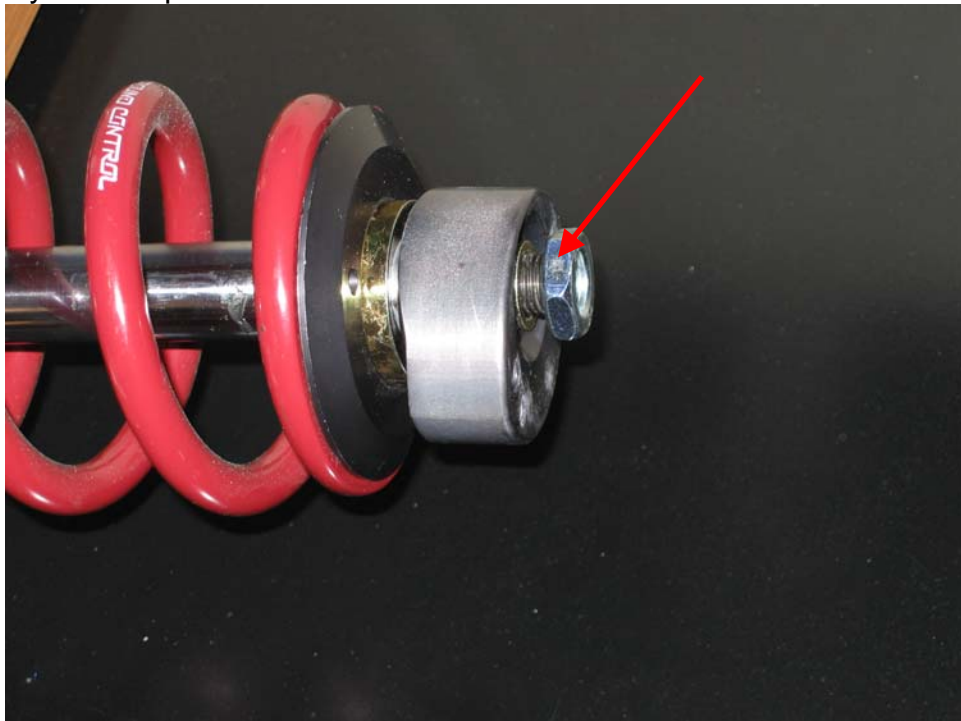
8. Position the SLIDER so it slips over the BEARING SPACER.



9. Insert UPPER BEARING SPACER over the threaded shock shaft so it sits inside the spherical bearing.



10. Install LOCK NUT onto the shock shaft to secure the SLIDER onto the strut assembly and torque the LOCK NUT to 40 ft. lbs.



11. Install CUP underneath the strut tower. While holding CUP in place, position the TOP PLATE on top of strut tower.



CUP



TOP PLATE

12. Thread short hex fastener through TOP PLATE hole above the “Ground Control” logo and thread into corresponding hole in CUP.
13. Reinstall spring/strut assembly back into the car and position the SLIDER so that the threaded holes line up with the slots on the CUP. NOTE: The spherical bearing in the SLIDER is offset so make sure the SLIDER is oriented correctly. Use the hex fasteners with the supplied washers to hold the camber plate unit in place.
14. Unload the suspension at the corner for which you’re adjusting camber/castor. Camber is adjusted via sliding the top strut shaft inbound. Castor is adjusted via rotating the unit.
15. Once adjusted, tighten all hex fasteners hand tight using provided wrench. Most torque wrenches will over tighten so please use the provided tool.
16. Re-check your work. Finally, have your car aligned.

