

Installation Instructions

TAURUS/SABLE

FRONT CAMBER PLATES

NOTE

- Because this product affects ride height, it is necessary to install plates on both sides of vehicle.
- This product is designed to operate in a limited-space environment. Any looseness in the bearing plate or deformation of the top strut plate should be corrected prior to installation or new camber plate.
 - * As noted in Step 1 below, the vehicle should be inspected for damaged, bent or worn parts.
 - * If the strut and bearing are in good condition, no interference will occur.

1. Do pre-alignment checks. Inspect car for damaged, bent or worn parts and repair as necessary. Install alignment equipment and determine amount of camber/caster changes required. Raise front of vehicle so suspension hangs freely. Support safely.
2. Remove pinch bolt holding strut into knuckle. Remove bracket holding ABS wire to strut. Remove upper end of sway bar link from strut – being careful to keep threaded shaft from spinning. Use of an 8mm socket and 18mm box wrench is recommended. Remove the brake hose brackets from the strut and the frame rail. Remove the tire rod end from the steering arm. Using a special strut-removing tool or other means, push the knuckle downward off the bottom of the strut (see figure 1).
3. Remove three nuts holding upper end of the strut assembly to inner fender. Remove strut from vehicle and install in vise using suitable holder.
4. Using tie rod removal tool or other suitable tool, press mounting studs out of top strut plate. It will be necessary to pry the plate up to remove the studs (see Figure 2).
5. Set the camber plate on top of the factory strut plate with the lettering UP and the elongated holes matching the holes in the top strut plate. From the underside of the camber plate, install the LONG Allen bolts through the three holes marked Left or Right, depending on which side of the vehicle you are adjusting (see Figure 3).
6. The elongated holes have five possible camber positions, ranging from ¼ to 1-1/4 degrees positive camber. As shown in Figure 4, install three SHORT Allen bolts through the camber plate in the position needed for the desired camber change. Set the camber plate down on top of the strut plate with the short bolts through the strut plate. Install nuts on bottom of short bolts and tighten to 20 ft. lb. (see Figure 5).
7. Take strut from vise to vehicle, install into fender using nuts and washers provided. Tighten nuts to 20 ft. lb. Rotate strut about 30 degrees toward the “toe out” direction. Now roll the knuckle into the base of the strut. Insert a round pry bar in the pinch-bolt hole in the knuckle. Align the knuckle so it will slide up onto the bottom of the strut (see Figure 6). Check the alignment of the tab on the strut to the split in the knuckle. If necessary, insert the round pry bar into the sway bar hole on the strut and rotate the strut to align the tab (see Figure 7). Use a small bottle jack or screw-type stand to push the knuckle onto the strut far enough to install the pinch bolt. Apply Loctite to the threads and tighten the nut to 85 ft. lbs. (115 N.m). Reinstall all parts removed in Step 2.
8. Repeat procedures on other side of vehicle
9. Recheck camber and caster to verify changes. Finish alignment and road test vehicle.

Turn over for installation illustrations

Figure 1

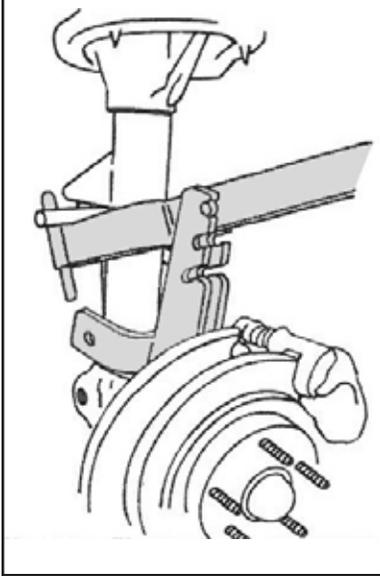


Figure 2

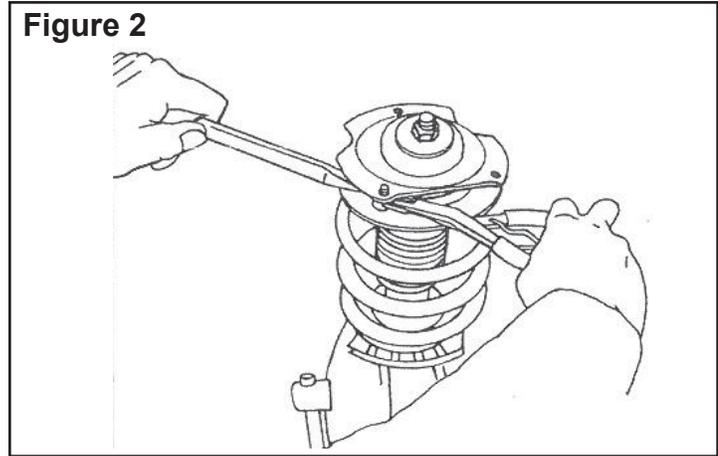


Figure 3

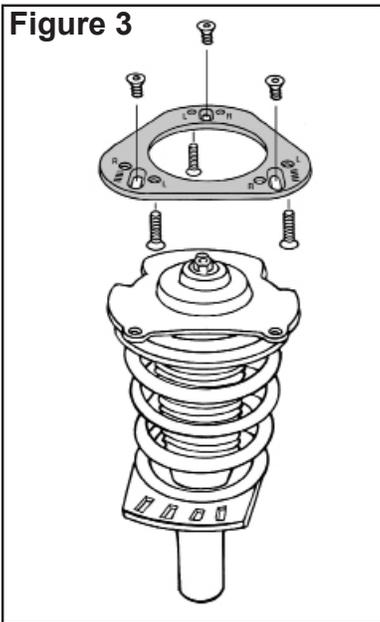


Figure 4

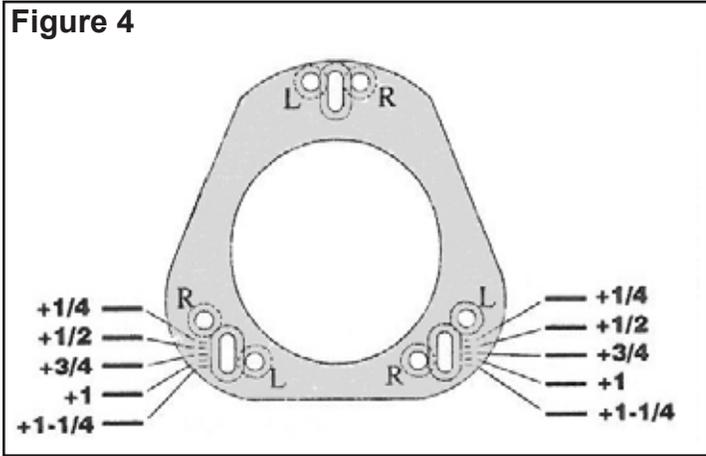


Figure 5



Figure 6

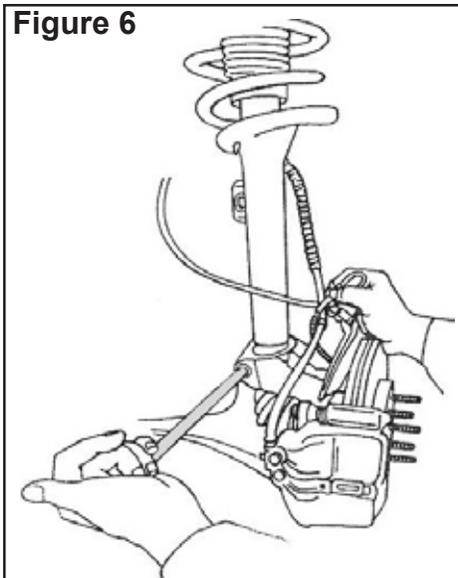


Figure 7

