

J&M Caster/Camber Plate Installation Instructions

1. Place front end of vehicle firmly on jack stands.
2. Remove front wheels and tires.
3. Place a floor jack under the control arm and jack up until slightly loaded.
4. Remove upper strut mounting nut.
5. Remove the three nuts that hold the stock strut mounting bracket in place and remove from vehicle.
6. Lower jack to bring strut shaft down through the top hole of strut tower.
7. Push the strut down through the factory hole and clear of the bottom plate. It might be necessary to remove the strut from the vehicle.
8. Remove bottom plate.
9. Remove the factory dust cover from the strut leaving the factory bumpstop in place.
10. If using the 4th bolt option on 94-2004 Plates follow steps 10a-10f.
- 10a. Locate the new lower bolt plate with three studs.
- 10b. Install this lower bolt plate up from underneath the strut tower so the plate is underneath the tower and the studs protude into the engine compartment.
- 10c. Slide the supplied bolt plate all the way to the most positive location in the factory slots (toward the outside of the vehicle.)
- 10d. Place the main support camber plate without the bearing housing attached also in the most positive camber position possible.
- 10e. Mark the 4th bolt location which will also be the most positive camber location on the optional slot.
- 10f. Center punch and drill using a 1/4" pilot hole to finish with a 13/32" drill bit.
11. Install new bottom plate up through the 3 mounting slots of factory tower.
12. Install the .310" long spacers onto the three bottom plate bolts.
13. Install the new top plate as illustrated in figure 1.
14. Depending on your strut and your hood, you will need to space the strut with the supplied (2-10mm and 1-15mm long spacers per strut) spacers to bring the strut as close to your hood as possible without hitting .
15. Once accomplished check to verify strut does not bottom internally.
16. Repeat on other side of vehicle.
17. Have your vehicle professionally aligned.

IMPORTANT NOTICE!

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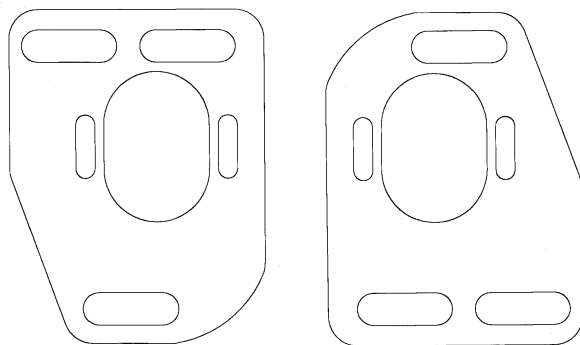


HOTPART.COM

**PO BOX 12821
SAN LUIS OBISPO CA 93446
805-239-1558**

E-MAIL: info@hotpart.com

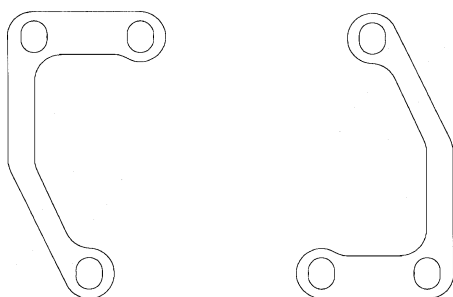
figure 1 for 1979-1993



Passenger Side

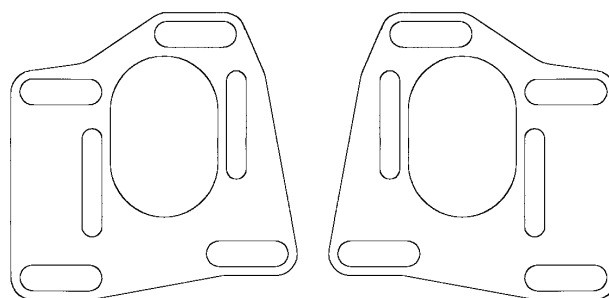
Drivers Side

Front of Vehicle



79-93 bottom plates

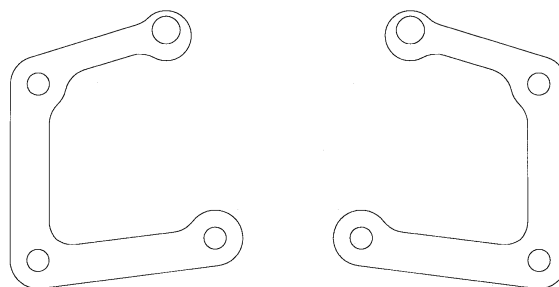
figure 1 for 1994-2004



Passenger Side

Drivers Side

Front of Vehicle



94-02 bottom plates

Alignment recommendations for street applications

Caster

We recommend that you set your caster at the maximum positive possible, but make sure both sides are equal. (slight adjustment may be necessary for road crown.)

Camber

Most street driven vehicles will achieve good tire wear with -1.5 degrees of negative camber. Depending on your driving habits you may need to adjust the camber to compensate for tire wear.

Toe

Set toe to the factory specifications.



E-MAIL: info@hotpart.com

