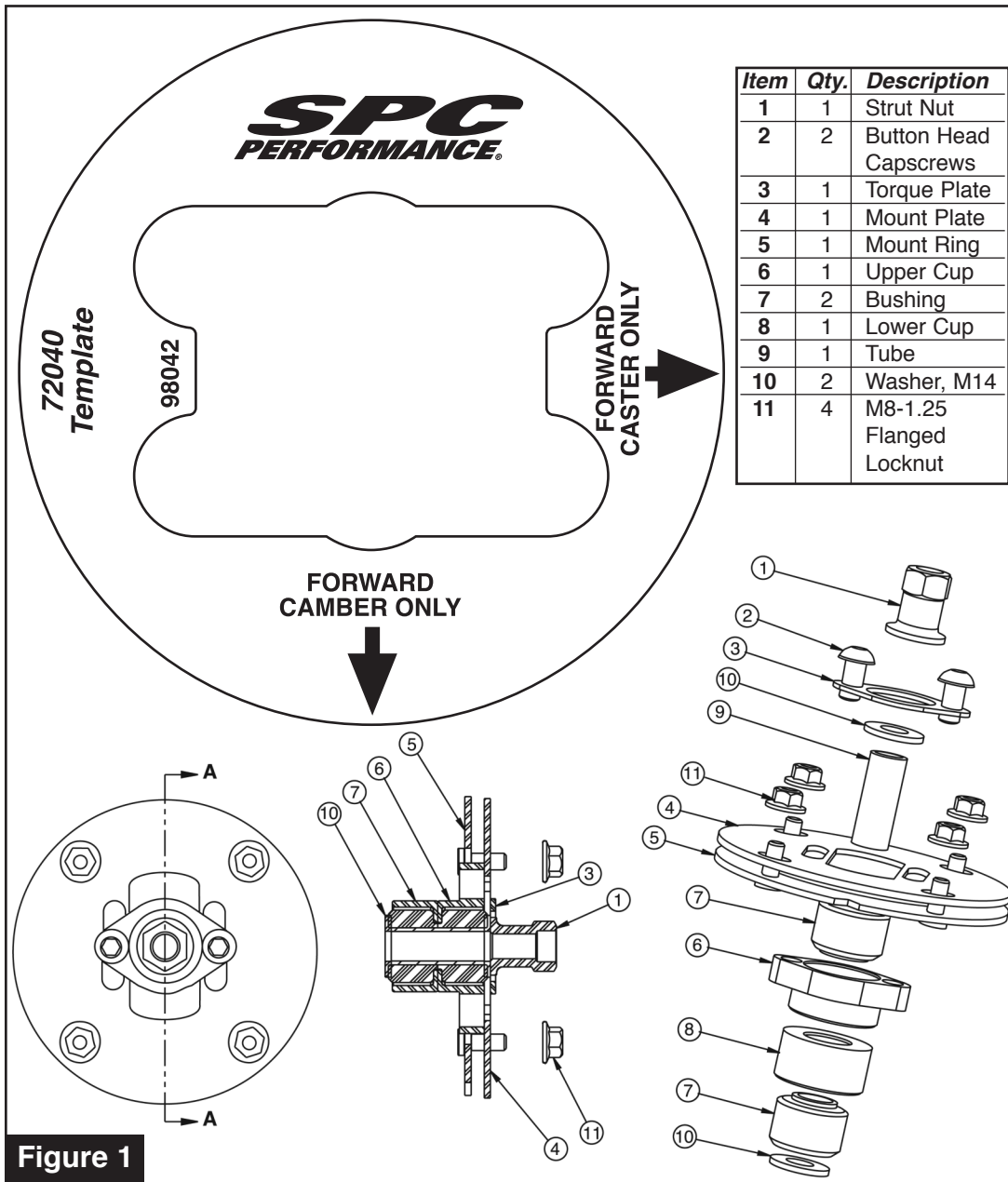


SPC PERFORMANCE®

On car adjustment of this part requires the upper strut mounts body support to be cut or drilled to allow access to the adjustment bolt heads. Plan Ahead - Read All Instructions BEFORE installing part.

This part should only be installed by personnel who have the necessary skill, training and tools to do the job correctly and safely. Incorrect installation can result in personal injury, vehicle damage and / or loss of vehicle control.

1. Always check for loose or worn parts, tire pressure and tire wear.
2. Before beginning, Record the alignment readings, determine the amount of caster and/or camber change needed and raise the vehicle.
3. Raise vehicle by body pinch welds and support with jack stands. Remove front tire and wheel assembly.
4. Remove strut assembly from vehicle by following manufacturer's recommended procedure.
5. Compress coil spring using manufacturer's recommended procedure and follow all safety precautions. Remove strut top nut and then remove upper spring seat with bearing.
6. Pry off upper strut plate from bearing. Place stock strut bearing with the stock spring seat back onto coil spring.
7. Assemble strut mount per **Fig #1**. Make sure the raised end of the rubber bushings (#7) face each other when installed.



8. If caster change is desired, place the adjustment slots in the mount plate 90° from the notch on the mount ring (#5). If camber change is desired, align the adjustment slots with notch in mount ring (#5). Make sure the notch in the mount ring faces towards the tire when installed into the vehicle.
9. Install assembled mount onto strut making sure the four stud bottoms are recessed in the bearing top.
10. Install supplied strut nut (#1) and tighten to 100 to 110 lb-ft (136-149 Nm).
Note: Button head bolts must be tight before spring compressor is released.
11. Before reinstalling strut, use template (left) to cut slots (or cut hole in strut tower to 3.5 inches) on upper strut tower in order to adjust mount when installed in the vehicle. If no slots are cut the button head bolt should now be tightened to 35-40 lb-ft (47-54 Nm).
12. Reinstall strut onto vehicle using manufacturer's recommended procedures. Again make sure the notch in the mount ring is towards the tire.
13. Tighten upper plate nuts to 15-20 lb-ft (20-27 Nm).
14. Reinstall the tire and wheel assembly. Remove the vehicle from the jackstands, and lower the car.
15. To adjust camber, loosen the button head bolts and slide the strut top slot to obtain the desired camber or caster reading. If strut will not slide raise the vehicle to relieve pressure on the strut top. Torque the button head bolts to 35-40 lb-ft (47-54 Nm).
Always check for proper clearance between suspension components and other components of the vehicle.
16. Recheck alignment readings, adjust toe, and road test vehicle.

Figure 1

