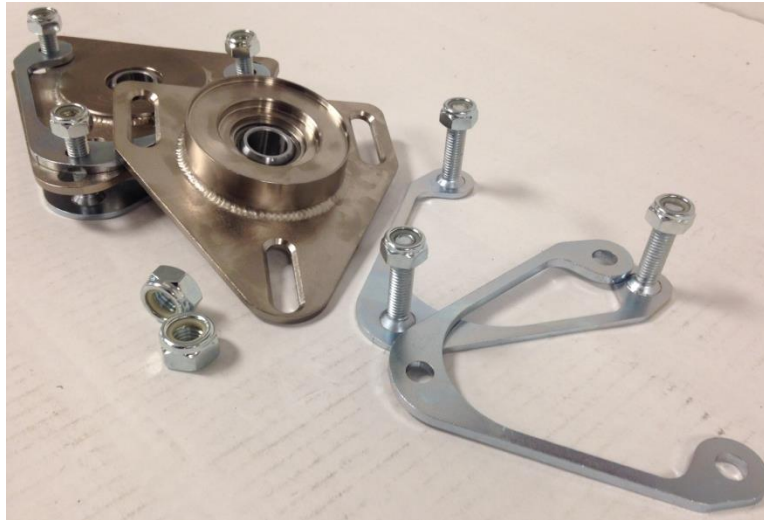

STEEDA[®]
Steeda S550 Front Camber Plates
Installation Instructions: 555-8139



Tools Needed

1. 15mm socket wrench
2. 17mm wrench
3. 18mm deep well socket wrench
4. 21mm socket wrench
5. 22mm socket wrench
6. 15/16 in deep well socket wrench
7. 15/16 in wrench
8. hammer
9. spring compressors
10. torque wrench

Disassembly

1. Place a jack under the car and elevate the vehicle at a height in which the front wheel is off the ground. Place a jack stand under the car for safety purposes.
2. Using a 21mm deep well socket wrench remove the 5 lug nuts holding the wheel onto the vehicle and remove the wheel.
3. Using a 15mm socket remove the two bolts which attach the caliper to the upright (*Figure 1*). Be ready to support the caliper with your hands so that it doesn't fall. Place the caliper on the front sub-frame rail until re-installation (*Figure 2*).



Figure 1



Figure 2

4. Using a 15/16" deep well, remove the two nuts attaching the strut to the upright (*Figure 3*).
5. Take a hammer and knock out the two splined studs which the nuts attached to on the previous step.



Figure 3



Figure 4

6. Next detach the sway bar end link from the strut with the 18mm deep well socket and the 17mm wrench.
7. Remove the two push pins which secure the front ABS sensor to the strut body.
8. The strut should now be free for removal from the vehicle. Open the hood and use a 15mm socket to remove the three nuts holding the strut to the chassis, and pull the strut out of the vehicle.

Note: At this point many may wish to bring the struts to a qualified mechanic with the proper tooling, do not use anything other than the proper spring compressors to free the strut mount.

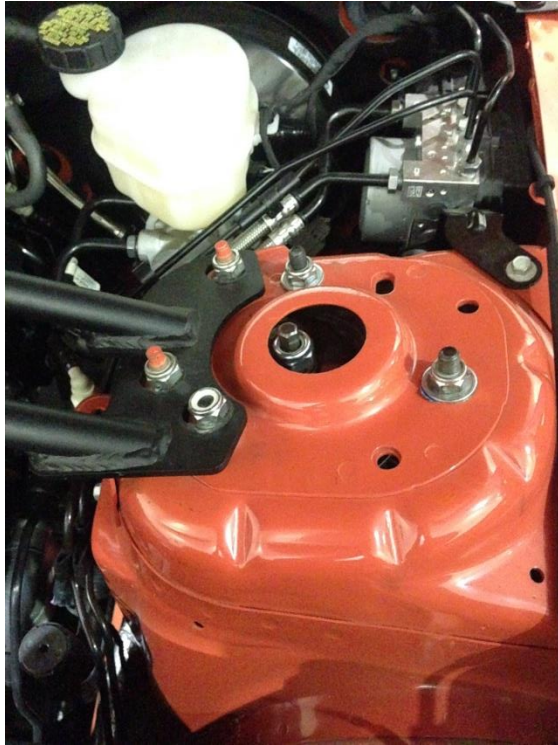


Figure 5



Figure 6

9. Place the strut in a vice, using spring compressors apply pressure to the springs in an alternating fashion until they have depressed the spring far enough to free the spring perch entirely.
10. Utilizing the 21mm socket remove the stock nut on top of the strut shaft and remove the strut mount and spring perch assembly from the strut.
11. Remove the stock spring perch from the factory assembly, being careful that the stock needle bearing remains intact and is included in the spring perch assembly.



Figure 7



Figure 8

Assembly

12. Install one of the provided sleeves into the top and bottom of the bearing as shown in Figures 9 and 10.
 13. Assemble the stock bearing and perch with the Steeda camber plates as shown in Figure 11, making sure the bearing is seated fully.
 14. Install Steeda camber plate onto the strut making sure that the spring seats fully onto the stock seat.
 15. Place some blue loctite on the threads and use a 22mm socket to tighten the provided nylock nut to the strut shaft securing the camber plate in place. **NOTE: The provided nut is for STOCK struts, when in doubt, use the nut that came with your struts.**
 16. Place the strut back in the chassis tower and tighten all three provided nylocks on the studs to secure it to the chassis (37 ft-lbs).
- Note:** Make sure the strut shaft is not touching the chassis when you torque the strut studs down completely.
17. Begin re-assembling the stock components in reverse order from the above steps in disassembly. Make sure to use blue loctite on all hardware, and to torque the splined strut bolts to 184 ft-lbs, as well as the caliper bolts to 85 ft-lbs.

Adjustment

To adjust camber angle in the car, simply jack up the side of the car that you are working on so that the tire is off the ground. Loosen the three nuts attaching the strut mount to the chassis. Slide the strut to the desired camber angle, and re-tighten the nuts to 37 ft-lbs. Alignment may be necessary.



Figure 9

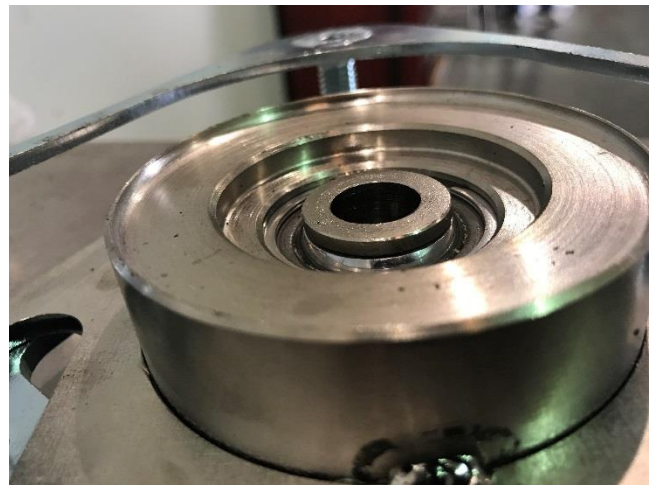


Figure 10

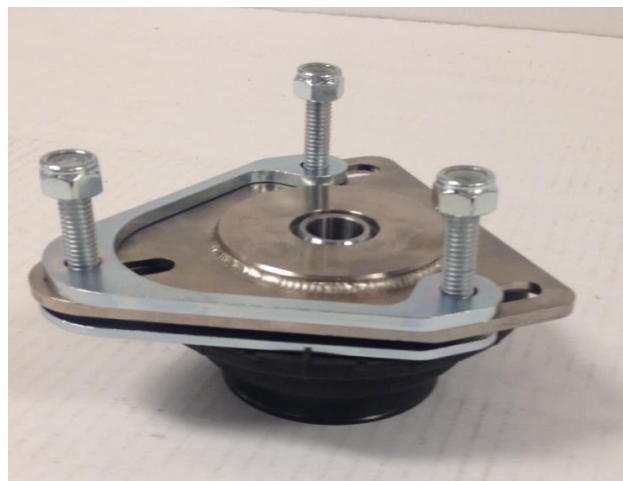


Figure 11