



2015-2018 Caster Camber Plate Installation (for use with Viking Struts)

Parts:

- (1) Caster Camber Bearing Plate Driver
- (1) Caster Camber Bearing Plate Passenger
- (2) Caster Camber Stud Plate
- (2) Caster Camber Support Plate
- (2) 7/8 Stepped Spacer
- (2) 3/8 Spacer

Directions:

1. Jack up the front of the vehicle and support with jack stands under the frame area.
2. Unbolt lug nuts and remove wheels from front end of car.
3. Start on the driver side and disconnect the clips attached to the strut body (for ABS sensor, brake pad sensor, etc...).
4. Disconnect the sway bar end link from the strut.
5. Remove the 2 bolts holding the caliper to the spindle and remove the caliper and secure it to the back leg of the K-member so it is not hanging by the brake hose.
6. Remove the brake rotor from the hub.
7. Remove the 2 nuts for the bolts holding the strut to the spindle.
8. To remove the bolts from the strut/spindle assembly carefully hammer them out as they are splined and require some force to drive them out.
9. Place a large screw driver temporarily through one of the strut/spindle mounting holes to keep the two from separating.
10. Remove the 3 upper strut mount nuts on top of the strut tower.
11. Remove the screw driver from the strut/spindle assembly and remove the strut assembly from the vehicle.
12. Repeat the above steps on the driver side.
13. Assemble the Viking Strut assembly with the appropriate spring and coil over kit pieces.
14. Slide the 7/8" stepped spacer onto the strut followed by the caster camber plate with the top of the cup (side with locking ring) facing down and stud plate with studs facing up (**See Image Below**). Place the 3/8" spacer on the top side of the caster camber plate, followed by the hex nut.
15. Make sure when placing the caster camber plates on the top of the strut that you have the correct Driver and Passenger side plate and they are aligned correctly (**See Image Below**).
16. Check the underside of the strut tower for any burrs or debris that might prevent the caster camber plate from moving smoothly during adjustments. If anything is present file or sand down any burrs.
17. Line the strut up in place with the spindle and install the 2 factory bolts leaving them loose.
18. Align the caster camber plate by turning the plate so the arrow is facing the fender of the car (outside). Slide it into place aligning the 3 stud plate bolts into the strut tower and place the support plate on top of the strut tower with a washer and serrated nut.
19. Tighten the strut body to spindle bolts.
20. Tighten the strut nut on the top.
21. Tighten the 3 caster camber stud nuts on top.
22. Reinstall the brake rotor and caliper.
23. Repeat steps 13-22 on the other side.

24. You should now take the car to an alignment shop for a proper alignment. If you have to drive a short distance to a shop we recommend aligning the top of the strut in the center of the strut tower opening between engine and wheel and as far forward as possible (**See Image below**). All cars are different but this should be a good starting point to get you a few miles down the road to an alignment shop.
25. Double check all hardware and tighten, reinstall wheels and lower front end of the car back on the ground.



