

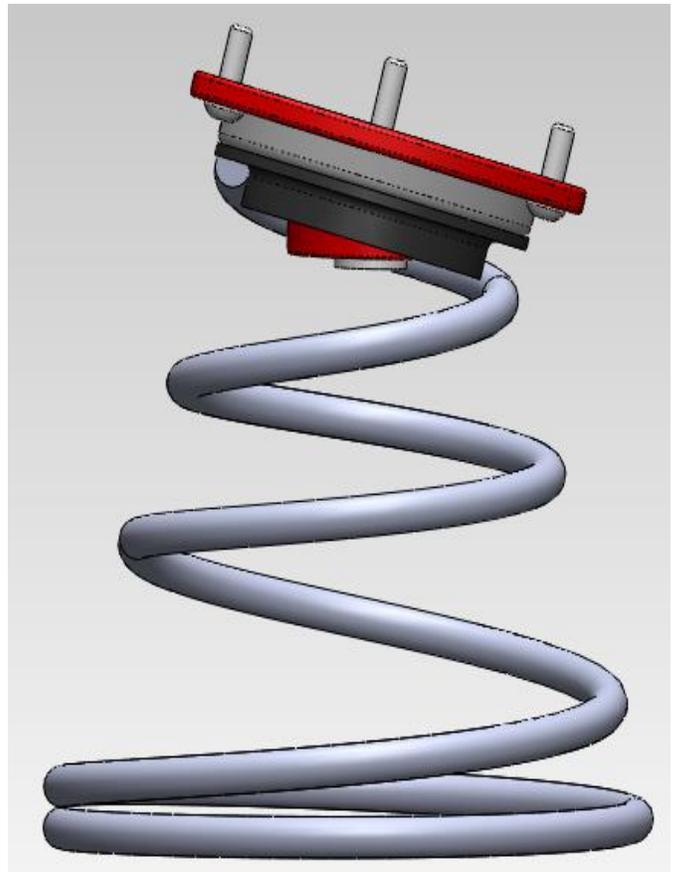
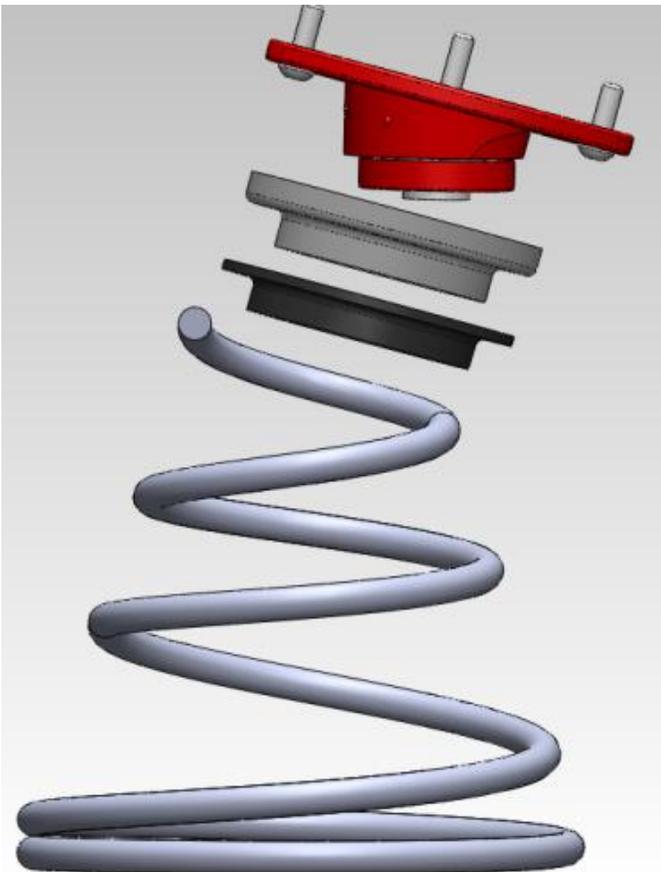
# 996/997 TT/C4 Front Camber Plate

## Installation Notes



- These camber plates are designed to work with either the stock shocks or aftermarket coil overs.
- When using these camber plates with the stock shocks and springs, you must use the factory thrust bearing and spring seat as shown below.

### **Assembly View With OEM Style Springs**



- In order to properly locate the factory thrust bearing and to eliminate any excessive play you must use the included tapered set screw to lock the thrust bearing in place.

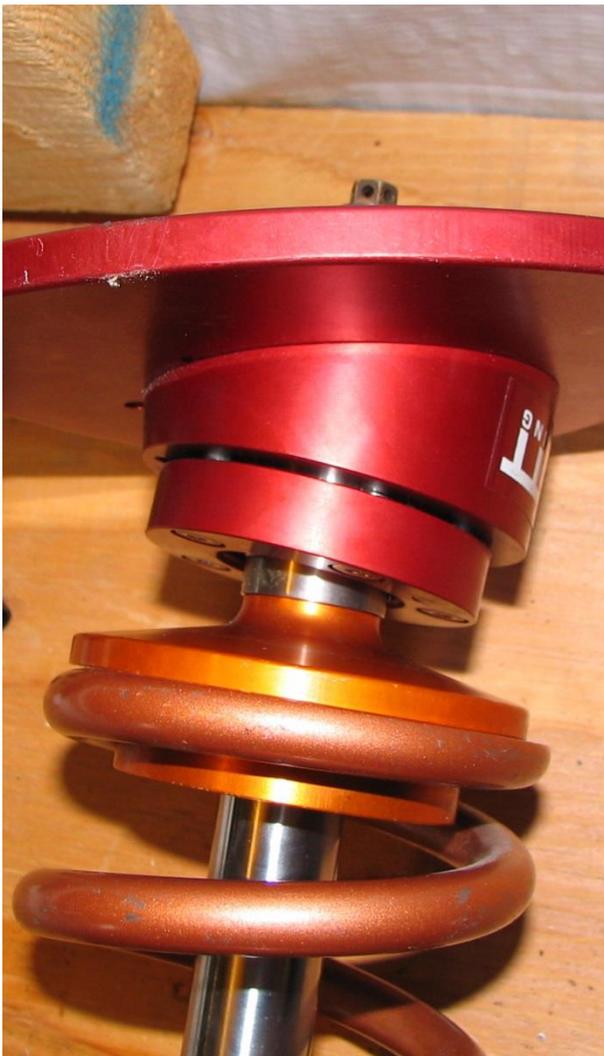
### **Set Screw Installation:**

- Before installing the camber plates on the shocks position them so that the raised bearing retainer is facing up.
- Position the factory thrust bearing onto the camber plate so that it touches the bearing retainer on the opposite side of the set screw hole. This will leave a small gap between the bearing retainer and thrust bearing near the set screw allowing it to properly engage.
- With the factory thrust bearing in this position, apply a small amount of the included Loctite to the set screw and begin to thread it into the camber plate until the bearing just begins to lift up off of the plate. (When under load this will lock the factory thrust bearing in place preventing any unwanted radial movement.)
- Allow Loctite to cure before proceeding with installation.

**Note:** *When using OEM or OEM style springs, maximum camber may be slightly limited due to the wide spring contacting the chassis.*

**Note:** *The OEM washers, above and below the rubber OEM mount, **do NOT** get used.*

- When using these camber plates with aftermarket shocks designed for OEM style upper mounts, you must use both the factory thrust bearing as well as the angled spring seat (included with shocks). (Right)



- When using these camber plates with an aftermarket coil over setup designed for an upper spring hat, no factory parts will be re-used. The upper spring seat will mount directly to the lower monoball bushing. (Left)

**NOTE:** These camber plates can be assembled in either left or right configurations. In case of disassembly please refer to the following images for proper re-assembly.



-In order to assemble the plate, first select its desired orientation, either left or right.

-Next align the notch in the monoball retainer to the desired notch in the base plate. (L for left, R for right.)

-Once the two notches are in proper alignment, insert the (6) M5 screws into their corresponding holes making sure to add blue Loctite to prevent any vibration induced loosening.

-Torque to spec

### **Right Configuration (passenger side)**

### **Left Configuration (driver side)**

#### **TORQUE SPECS**

- M5 Screws - 45 in/lbs.
- OEM M8 Mounting Nuts – 20 ft/lbs
- Strut Bolt, Top – 57 ft/lbs

