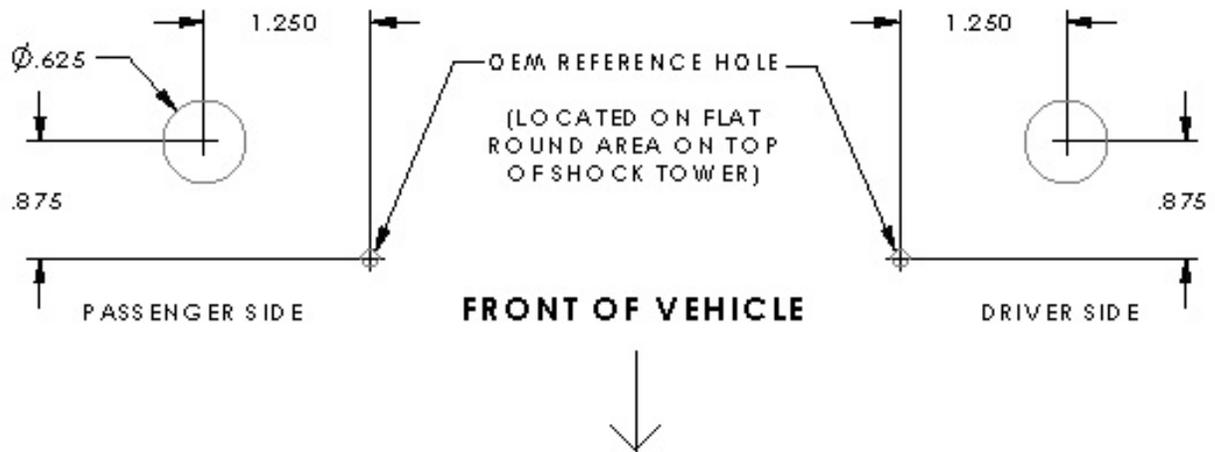




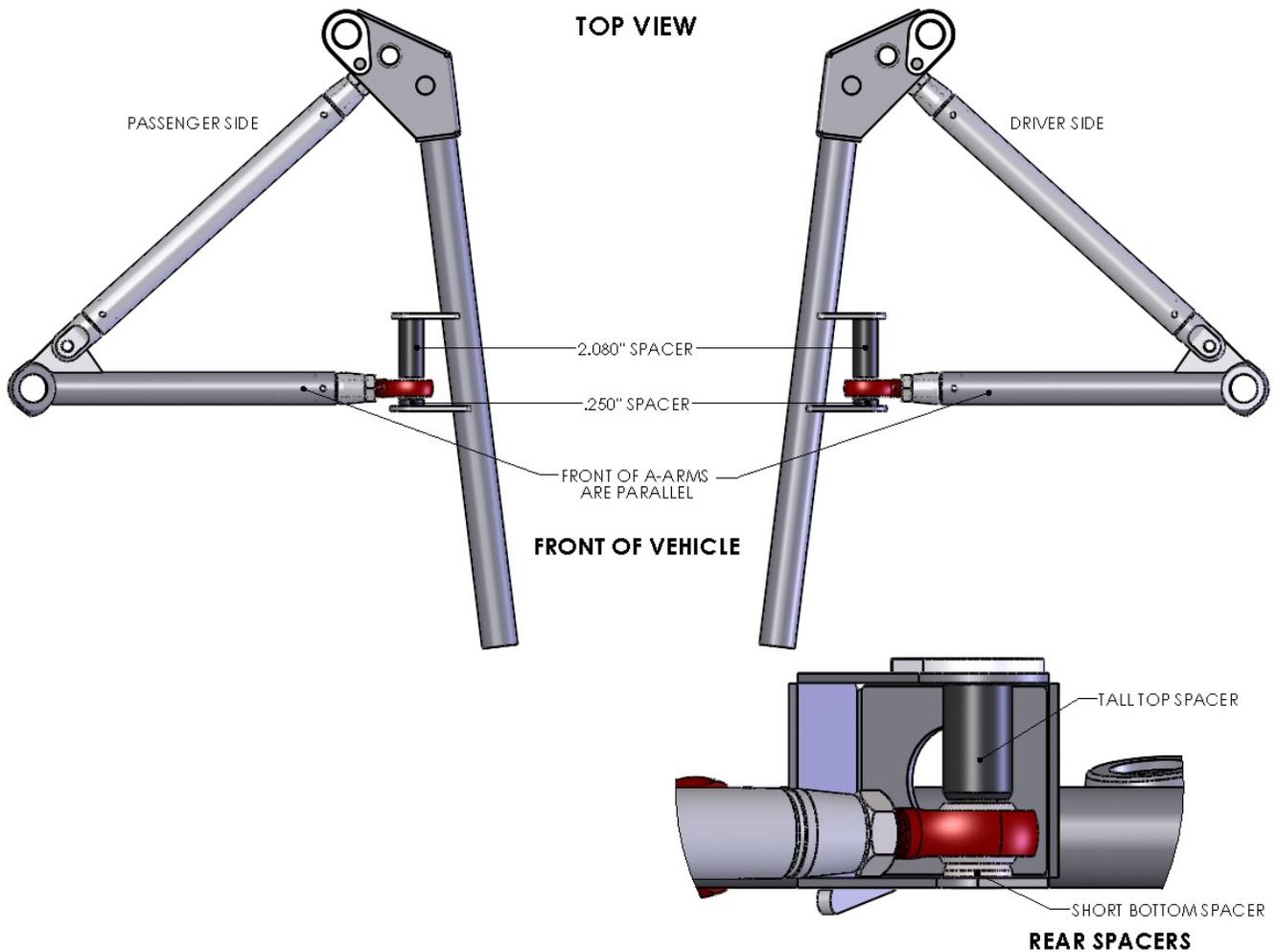
## 93-02 Camaro Pro Strut Suspension Kit Installation Instructions

P/N 4293PS-K

1. Remove all stock front suspension components. (Upper and lower A-arms, upper a-arm mounts, spindles + brakes, k-member, etc.)
2. Remove upper A-arm mount stiffening plate and hood shock mounts located on top of the shock tower by drilling out attachment spot welds.
3. Locate OEM reference hole and drill a 5/8" hole as shown below. This hole will be the starting point for the top of the strut.



4. Install new k-member.
5. Install A-arms as shown, making sure front A-arm tubes are parallel or pointing forward. The front heim should show 3-4 threads past the jam nut.



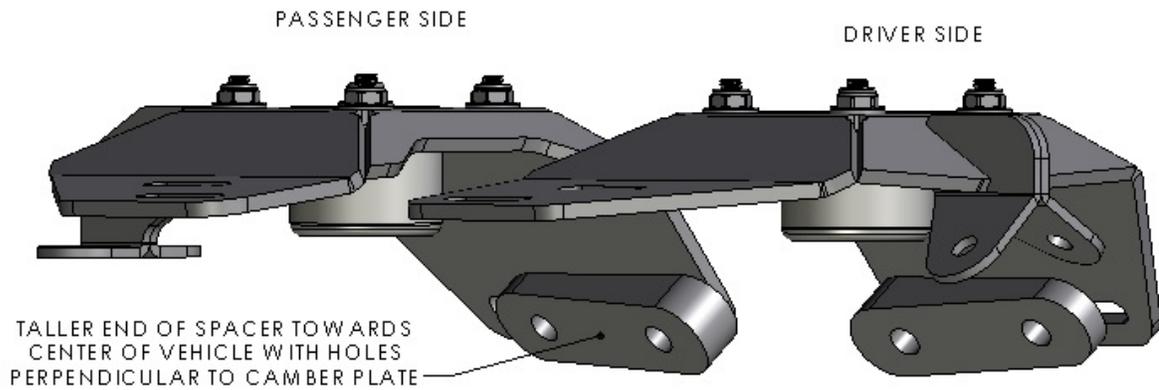
6. Install strut on A-arm.
7. Slide strut adjustment hex through newly drilled hole and raise A-arm to desired ride height, using blocks to hold in position. Make sure ride height is within kit limits! Ride height is measured from the bottom of the rocker panel pinch weld to the ground. Recommended ride height is 4 -4½" with 26" tall front tire and a maximum of 4½" to 5" with a 27" front tire.

8. Check camber angle and adjust to zero by slotting strut hole.

\*\*\* At this point the location of the camber plate is known. There is no caster adjustment as it is determined by the plate design and proper installation.

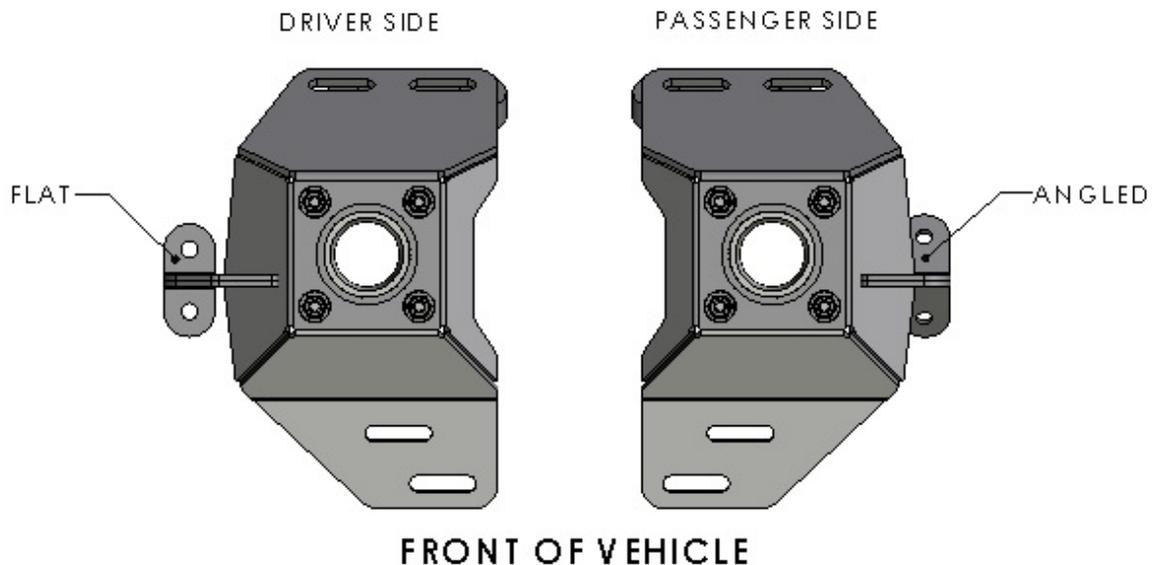
9. Open up the hole/slot with a die grinder to allow the camber plate bearing cup to pass through, centered in the zero camber location.

10. Tape wedge spacer onto camber plate in the center of the mounting slots.



\*\*\* Two different stepped strut spacers are included to adjust strut installation height. The smaller step spacer OD should be inserted into the spherical bearing to ensure correct fitment of strut shaft. A good starting point is to install the taller spacer on bottom. Spacers can be swapped to optimize strut bump stop height.

11. Insert spacers into bearing and slide camber plate over strut shaft.



12. Square camber plate and make sure all mounting locations rest on strut tower. Slotting the strut bearing cup hole front to back may be necessary to correctly locate camber plate against the back of the strut tower.

13. With plate position finalized, make placement reference points and mark mounting slot centers. Remove camber plate.

14. Drill attachment points using a 5/16" drill bit.

15. From the zero camber location, the kit offers positive and negative camber adjustment. Slot bearing cup hole side-to-side to allow full movement of camber plate within the mounting slots.

16. Use same procedure to mount opposite camber plate.

## Alignment:

### Notes:

- This kit is designed to use a travel limiter that limits extension to a maximum of 2" from ride height.
- After making any toe adjustments and **before** measuring toe-in, roll the car backwards then forwards 10-15' two or three times, always finishing by rolling forward. Toe measurements must be made using toe plates.

1. Set camber at 0°.
2. With car at ride height, set the toe-in at 1/8" overall. The measurements should be narrower at the front of the tire than the back.

**\*\*\* Toe must be maintained within 1/16" throughout 2" of extension and 1" of compression. Check that AT NO POINT is there ANY toe-out through the range of travel. Failure to do so will cause severe tire shake and damage to suspension and steering components. \*\*\***

3. Make sure that all rod ends are clocked to prevent binding throughout travel range. (tie rods & A-arms)
4. After final alignment, drill holes for the non-slotted mounts in the camber plates and install hardware.