



QuickChange Camber Plate - Installation Instructions

Part #2152205 996/997/986/987 C2
Part #2152210 996/997 C4 and Turbo

Parts List

Qty	Description
2	Camber Plates Assembly

Tools Required:

13mm and 22mm (or 7/8") socket wrench (impact gun preferred), 7mm hex (Allen) wrench

Introduction:

Congratulations on your selection of Elephant Racing Camber Plates. These camber plates eliminate factory rubber bushings at the shock top. The rubber acts as a spring in series with the shock, degrading its damping action. The same rubber bushing acts as an undamped spring in series with the main spring on proper coilover setups. Our kit replaces the rubber bushing with an oversized spherical bearing, improving the performance of both the shock and the spring (in coilover applications).

Factory camber plates have limited adjustability and are prone to premature wear and failure. Elephant Racing Camber Plates can be quickly adjusted to provide 19mm more negative camber adjustment than the original per side. Other camber plates available typically cannot provide this much adjustment.

Our fully sealed camber plates feature maintenance-free, PTFE lined monoballs requiring no supplemental lubrication. We've designed in weather seals on the top and bottom to keep dirt out and extend product life even when using the original or original style springs. This is the only camber plate suitable for street or extended track use. Dirt and water contaminate ordinary products and accelerate wear.



Configurations:

This kit can be used in one of two configurations as listed below. Please follow the installation steps for your specific application:

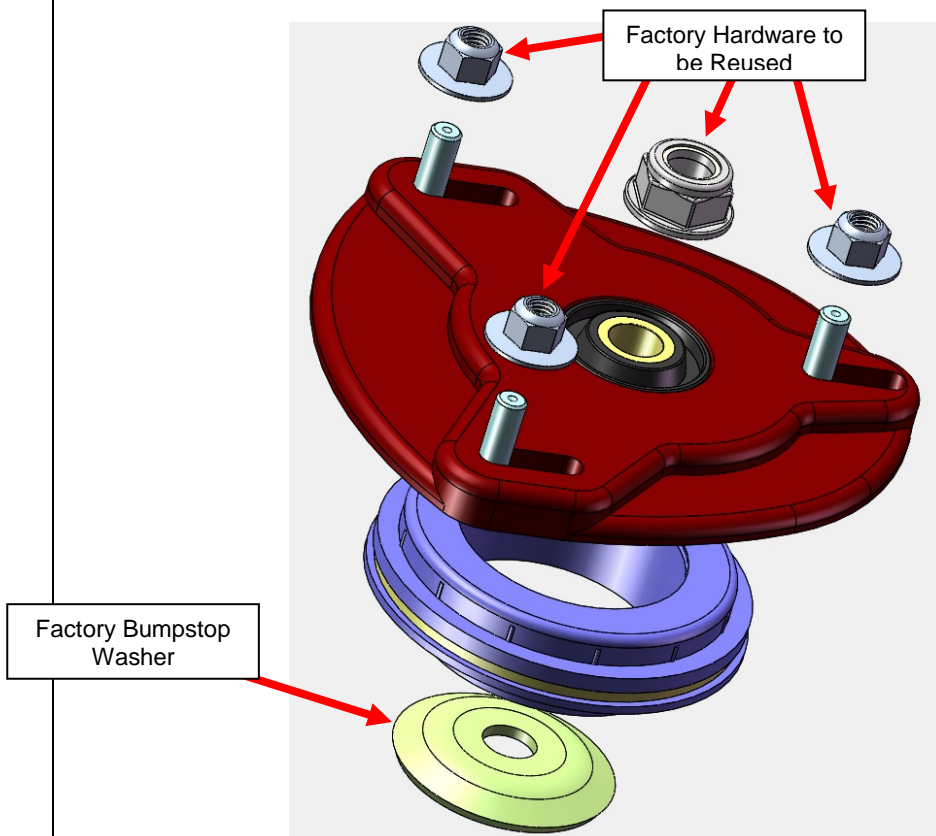
1. Stock or "lowering" springs
2. Coil-over setup

Step-by-Step Installation - Stock or Lowering Springs

1 – Refer to an appropriate shop manual for the procedure to safely raise and support the vehicle. Remove the Front Wheels.

2 – Remove the factory camber plates per an appropriate shop manual. Remove the factory spring seat from the factory camber plate. These parts will be used with the Elephant Racing camber plates.

3 – Place the factory spring seat and bearing on the Elephant Racing camber plate.



4 – Assemble the strut assembly and re-install in the vehicle.

5 – Torque the main strut nut and three mounting nuts per side to factory specifications.

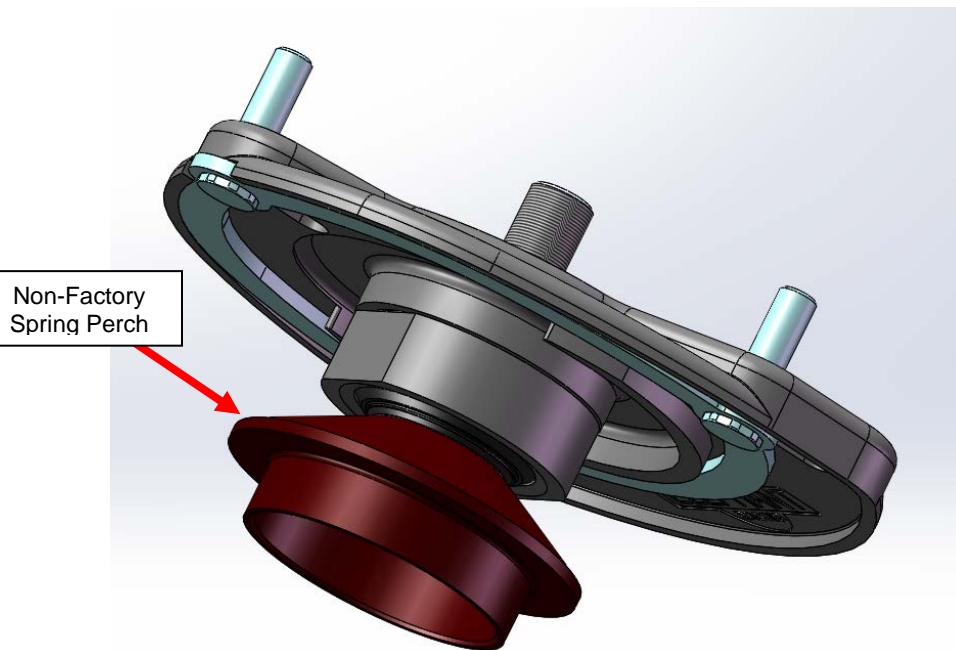
6 – Install the wheels and safely lower the vehicle. Test drive the vehicle to ensure everything is tight and working as intended.

Coil -over setup

1 – Refer to an appropriate shop manual for the procedure to safely raise and support the vehicle. Remove the Front Wheels.

2 – Remove the factory camber plates per an appropriate shop manual.

3 – A non-factory spring perch, such as is included with a von shock system, will need to be used for this kit to accommodate a coilover setup. With the appropriate spring perch for your application, assemble the strut assembly and re-install in the vehicle.



Non-Factory
Spring Perch



4 – Torque the main strut nut and three mounting nuts per side to factory specifications.

5 – Install the wheels and safely lower the vehicle. Test drive the vehicle to ensure everything is tight and working as intended.

Camber Adjustment:

Adjusting camber on the Elephant Racing Camber Plate is the same as the stock adjustment procedure: Loosen the three top locking nuts and slide the camber plate in towards the middle of the car for more (negative) camber, out for less (positive). It is likely you will need to use a large screw driver or other large lever to pry through the center hole against the top strut nut when the car is on the ground. Securely torque the nuts to the factory spec. It is good practice to check your camber with a camber gauge.

Please Note: Camber changes will affect toe. Camber changes of .25 degrees or less have a relatively small impact on toe. Changes greater than .25 degrees will cause meaningful toe change. Realigning the front wheels is highly recommended after any camber adjustment.