

M-Force E36 Camber Plate Installation

Thank you for purchasing the Adjustable Camber Plate kit from Vorshlag Motorsports. In order to ensure proper installation and longevity of your kit, Vorshlag Motorsports recommends that you have your plates professionally installed by a reputable shop.

These instructions are basic guidelines for cars that do not have camber plates currently. Instructions for your car could be slightly different as well as starting points for installation. Socket sizes may vary. Please see the last page for help.

Tools Required:

Floor Jack

Jack Stands

Tire Iron

Metric Socket Set

Metric Wrenches

Torque Wrench

Spring Compressor

Air tools (recommended)

Installation Steps:

1. Review the contents of your

Vorshlag Motorsports camber plate kit to insure that all required parts are included. Your kit should consist of:

- Left camber plate assembly (preassembled). Driver's side plate will have an "L" marked on the bottom.
- Right camber plate assembly (preassembled). Passenger's side plate will have an "R" marked on the bottom.
- Pair (2) spring perches in the size requested
- Two steel bushings (zip-tied to the perches). They are plated iridescent yellow. AKA Spool piece.

2. Raise your vehicle and support it with jack stands.

****Please refer to your vehicle's owner manual for proper jacking procedure. NEVER work under an unsupported vehicle!***

3. Remove driver's side wheel from

vehicle.

4. Starting with the driver's side wheel, place floor jack under the lower control arm and raise the jack-pad until you have relieved any slack in the suspension.

5. Remove the brake line and ABS line from the tab on the strut housing. You will also need to remove the brake lining wear indicator wire from the tab on the passenger side of the vehicle.

6. Using a 15 mm socket and 15 mm wrench, remove the swaybar end link from the strut assembly. (Socket size may vary. Some M3's will have 16mm nuts.)

7. Using an 18 mm socket, remove the two lower bolts attaching the strut assembly to the steering arm.

8. Using a 17mm socket and wrench, remove the nut on the upper bolt attaching the strut assembly to the steering arm.

9. Support the steering arm / rotor assembly using a jack stand or your floor jack.

Warning! Letting the spindle hang can lead to damage to the outer ball joint and also lead to damaged brake lines.

10. In the engine compartment, remove the stock BMW strut cover and loosen the three (3) strut bearing bolts on the strut tower using a 13 mm socket. Support the strut assembly from under the car while removing the last nut.

11. Remove the strut assembly from the vehicle.

12. Using a spring compressor, compress the spring.

Note: Most auto parts stores will rent a spring compressor.

13. Using a 21mm socket and your air ratchet, remove the upper strut nut.

Warning! If the spring is not fully compressed, you can be seriously injured or killed.

14. Remove the upper strut bearing from the strut assembly.

15. Prepare your camber plate for installation by setting the caster to the maximum positive setting. The plates are shipped in this setting. Use a drop of blue LockTite on the bolts and torque to 200 in-lbs.

16. Insert your spring perch on the strut so that the spring sits on the lip of the perch. Do not forget to reuse the rubber spring isolator (optional). Vorshlag camber plates are designed so that you do not need to reuse the conical washer (if installed).

17. Place the camber plate over the strut shaft. You do not reuse the stock reinforcement plate. "Pie plate". The top ring with arrow replaces the pie plate.

18. Insert the upper spacer (spool piece) around the strut shaft and into the spherical bearing.

19. Install the washer and strut nut. Torque the strut nut to 48 ft-lbs.

Warning! Most aftermarket strut manufacturers warn against using air tools to install the strut assembly. Do so at your own risk.

20. Slowly release the spring compressor and allow the spring to seat in the assembly.

21. Insert the strut assembly back into the car.

22. Install the three (3) strut bearing retaining nuts (13mm) and torque to the specs listed below:

Strut assembly to strut tower 16 ft-lbs

23. Insert the steering arm into the tab of the strut housing. Insert the upper bolt and finger tighten the nut.

24. Insert the two (2) lower bolts through the strut housing and into the steering arm.

25. Torque the bolts using the torque specs provided below:

Steering arm to strut housing 78 ft-lbs

26. Reattach the brake line, ABS line and brake wear indicator line to the tab on the strut housing.

27. Reattach the swaybar end link to the strut housing and torque using the specs provided below:

Stabilizer bar to strut housing (M3) 44 ft-lbs

28. Repeat steps 3 through 27 for the passenger side assembly.

29. Reinstall your wheels and torque the lug nuts

Road wheel to hub 74 - 78 ft-lbs.

30. Vorshlag Motorsports recommends that you have your car aligned by a reputable shop immediately following installation.

31. You are now ready to enjoy your
Vorshlag Motorsports camber plate
kit!

Photo 1: View of camber plate orientation (from front of vehicle)



Photo 2: Driver side plate (without support ring)



Photo 3: Passenger side plate (without support ring)



Photo 4: Driver side bottom view



Photo 5: Passenger side bottom view



Photo 6: Spring perch orientation



Photo 7: Spring perch and plate Orientation



Photo 8: Upper bushing (spool piece)
installed without the strut nut.



Vorshlag Motorsports LLC

"We don't make the cars you drive, we make
the cars you drive *faster*."

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**HELP!! If you find yourself in
a bind during the install, call
214-227-8670 Option 5**