Detroit Speed
Front Camber Plate Upgrade Kit
2010-15 Camaro
P/N: 030322DS

The Detroit Speed 2010-15 Camaro Front Camber Upgrade Kit allows the standard Detroit Speed front strut street mount that uses OEM components to be upgraded to the race level upper strut mount. The OEM upper strut mount is replaced with a precision spherical bearing to eliminate compliance and improve response. In addition, the upper mounting plates offers quick, easy camber adjustment for track tuning.

Item	Description	Quantity
1	Strut Tower Mounting Plate	2
2	Upper Strut Monoball Plate	2
3	Upper Spring Perch	2
4	Tapered Spacer	2
5	5/8" Long Straight Spacer	2
6	1/4" Long Straight Spacer	2
7	5/8" Shaft Adapter Sleeve	2
8	Upper Steering Bearing	2
9	Upper Steering Bearing Race	4
10	Star Adjuster	4
11	M8 x 25 Socket Head Bolt	4
12	M8 Washer	8
13	M8 Nylock Nut	4
14	M10 x 25 Socket Head Bolt	4
15	5/8" Nylock Jam Nut	2
16	Drill Template LH	1
17	Drill Template RH	1
18	Instructions	1

NOTE: The Detroit Speed Front Camber Plate Upgrade Kit comes standard with the Detroit Speed Race Front Coilover Kit but is available separately for the Detroit Speed Street Front Coilover Kit. This kit can only be used with the Detroit Speed/JRi coilover shocks. This upgrade kit is not compatible with OE struts.

1. With the car safely up on jack stands remove the front wheels.

2. Remove the front strut assembly from one side of the vehicle.

3. Use the provided templates to drill mounting holes for the strut tower mounting plates on each strut tower. Use these same templates to slightly enlarge the strut tower holes as well.

4. Bolt the strut tower mounting plate to the strut tower using the M8 socket head bolts, washers, and Nylock nuts. Torque the M8 bolts to 27 ft/lbs.

NOTE: On 2011 and newer cars with strut brace holes be sure to position the recessed section of the plate over the hood strut bracket on the passenger strut tower.

5. Insert the upper strut monoball plate from the bottom side of the strut tower. Make sure the plate is oriented such that the snap ring for the monoball is on the bottom. Secure it with two M10 socket head bolts and two star adjusters. Set the stars to "0" in the center notch to start. Apply medium strength blue Loctite 242 and torque the M10 bolts to 35 ft/lbs.

6. On the existing front strut assembly break the M14 upper nut loose and remove the OEM mount and the Detroit Speed spring adapter. Grease and place the upper steering bearing assembly into the spring perch. Slide the 5/8" shaft adapter sleeve over the existing strut shaft. Slide the spring perch and bearing assembly over the strut shaft so the spring perch is sitting on top of the spring. Finally, install the steel tapered spacer and the 5/8" long steel straight spacer.

7. Insert the strut shaft through the monoball from the bottom side. Hold the strut assembly with one hand while placing a 1/4" long steel straight spacer and 5/8" jam Nylock nut on the top side of the strut shaft. Be careful to make sure the spring perch and upper steering bearing parts stay in position before snugging the 5/8" jam Nylock nut. **CAUTION: When tightening the 5/8"-18 Nylock Nut, failure to hold the shaft from turning too many times while under pressure can cause the inner shaft nut to loosen and fall off. This would result in sending the shocks back to be repaired at the customer's expense.** Turn the coilover nut up to take any free play out of the spring if necessary.

8. Reattach the strut to the spindle using the Detroit Speed specs that came with the coilover kit.

9. Go back and final torque the upper strut 5/8" jam Nylock nut to 50 ft./lbs. **CAUTION: When tightening the 5/8"-18 Nylock Nut, failure to hold the shaft from turning too many times while under pressure can cause the inner shaft nut to loosen and fall off. This would result in sending the shocks back to be repaired at the customer's expense.**

10. Repeat these steps for the other side of the vehicle.

11. Put the front wheels back on and torque the lug nuts to proper OEM specs.

12. Final set the ride height using the coilover nuts. Lock the coilover jam nut when finished.

Picture above shows mounting on the passenger side.

The table below shows recommend alignment settings for performance street use.

Alignment Specifications	
Front	
Camber	–0.50˚ (–0.25˚ to –0.75˚)
Caster	6.25˚ (Can be adjusted with DSE caster kit)
Toe	1/16" Toe-in (1/32" to 3/32")

Specifications are listed as nominal with a range in parentheses

The table below shows recommend alignment settings for track use on street tires.
(Increase camber more for non-DOT racing tires)

Alignment Specifications	
Front	
Camber	–1.5˚ (–1.0˚ to –2.0˚)
Caster	6.25˚ (Can be adjusted with DSE caster kit)
Toe	1/16" Toe-Out (1/32" to 3/32")

Specifications are listed as nominal with a range in parentheses

If you have any questions before or during the installation of this product, please contact Detroit Speed at tech@detroitspeed.com or 704.662.3272