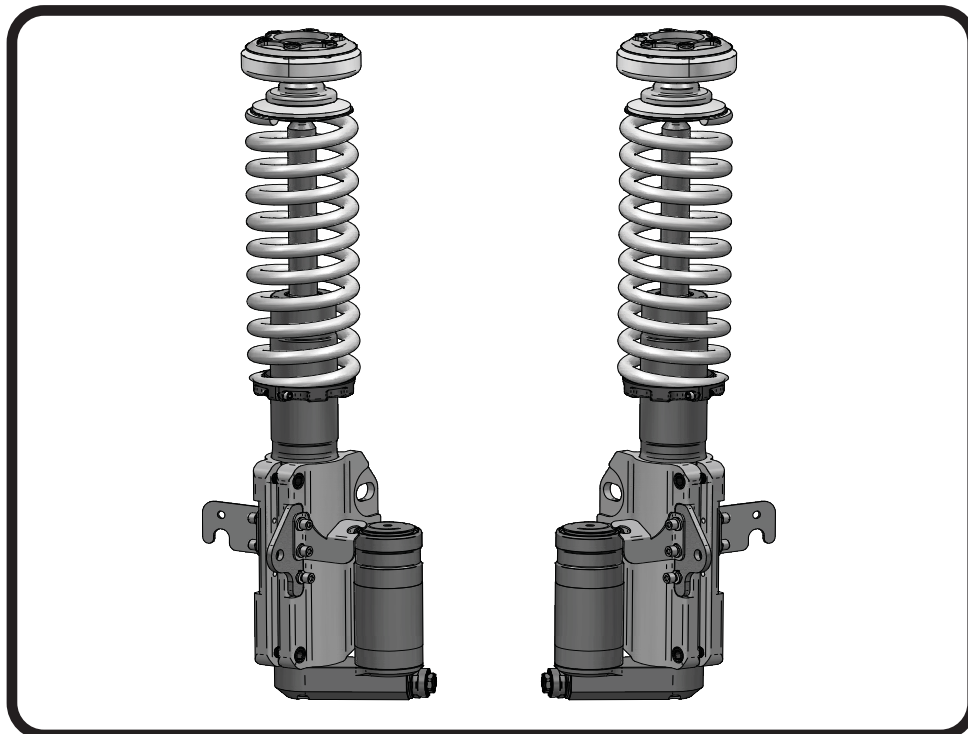
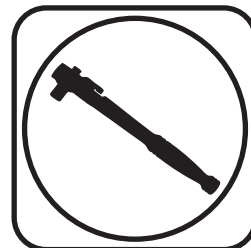
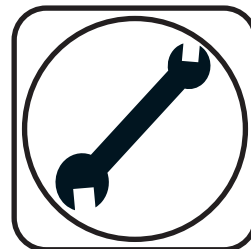




Part # 11503111 -2010-2015 Camaro



Recommended Tools



2010-2015 Camaro TQ Front CoilOver Strut Installation Instructions

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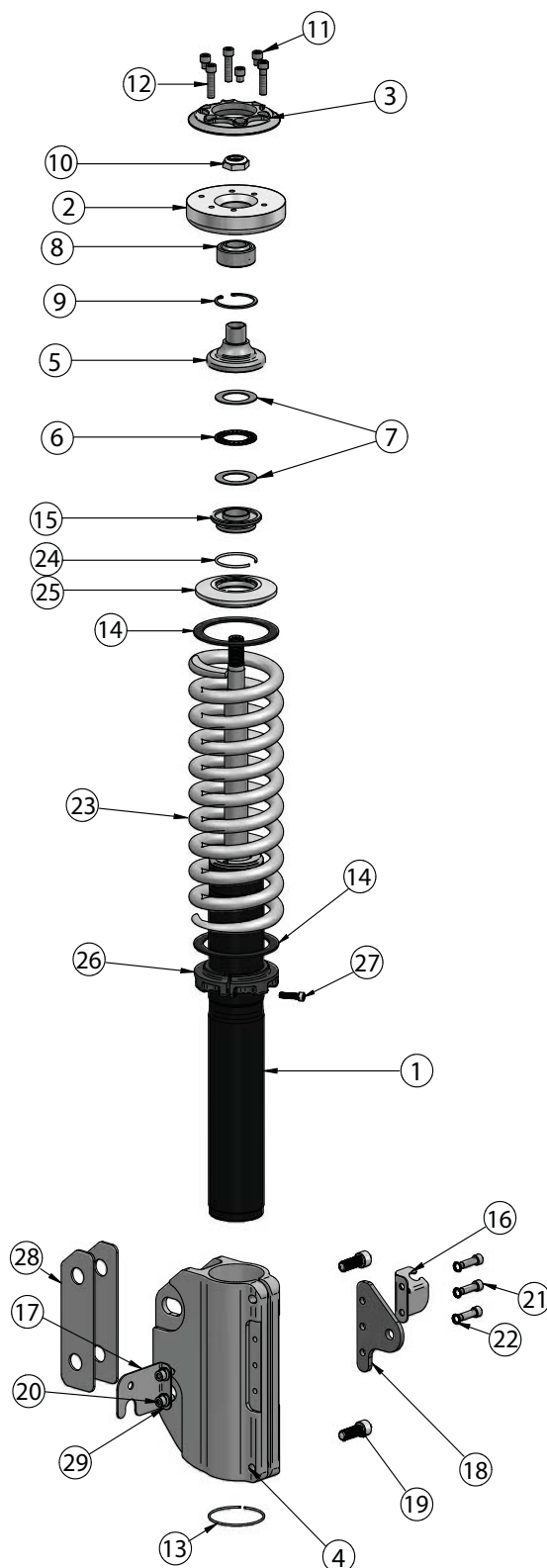
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Included ComponentsIn the box

Item #	Part #	Description	QTY
1	986-10-075	Strut Cartridge	2
2	90002367	Bearing Retaining Plate	2
3	90002363	Upper Retention Plate	2
4	70011968	Strut Extrusion	2
5	90002368	Thrust Bearing Adapter	2
6	70010987	Thrust Bearing	2
7	70010988	Thrust Bearing Washer	4
8	90001042	Upper Bearing	2
9	90000805	Bearing Snap Ring	2
10	99562003	9/16" Nylok Jam Nut	2
11	99251007	1/4"-20 x 1/4" SHCS	6
12	99251010	1/4"-20 x 1" SHCS	6
13	038-01-035	Strut Retaining Ring	2
14	70010828	Delrin CoilSpring Washer	4
15	90002365	CoilSpring to Bearing Adapter	2
16	70010991	ABS Line Tab	2
17	70010990	Driver Brake Line Tab	1
17	70011386	Pass Brake Line Tab	1
18	70010975	Sway Bar Link Mount	2
19	99371042	3/8"-16 x 1" SHCS	4
20	99251008	1/4"-20 x 1/2" SHCS	4
21	99251009	1/4"-20 x 3/4" SHCS	6
22	99253011	1/4" Belleville Locking Washer	6
23	59100275	10" 275lb CoilSpring	2
24	803-00-199kit	CoilSpring Cap Retaining Ring	2
25	803-00-199kit	CoilSpring Cap	2
26	803-00-199kit	CoilSpring Adjuster Nut	2
27	803-00-199kit	Adjuster Nut Locking Screw	2
28	70012986	Strut Spacer Shim	4
29	99253007	1/4" Split Lock Washer	4
	90002376	Posilink Spacer (Not Shown)	2
	90002571	10mm 90 Degree PosiLink	4
	90002157	T-bushing-Posilink to sway bar	4



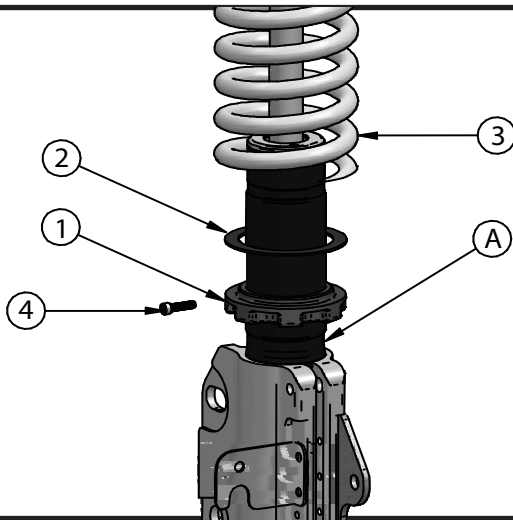


Disassembly

1. Remove the front struts by first disconnecting the ABS wire and brake line (retain hardware) from the factory strut.
2. Disconnect the swaybar linkage from the strut.
3. Support the front hub and control arm assembly and remove the (2) strut bolts (retain hardware) that attach the strut to the spindle.
4. Remove the cap from the top strut nut in the engine compartment, then remove the nut and strut retainer.
DO NOT REMOVE THE SECOND NUT. THE COILSPRING IS UNDER COMPRESSION AND COULD CAUSE BODILY INJURY!
5. Remove the strut assembly from the car.

Getting Started

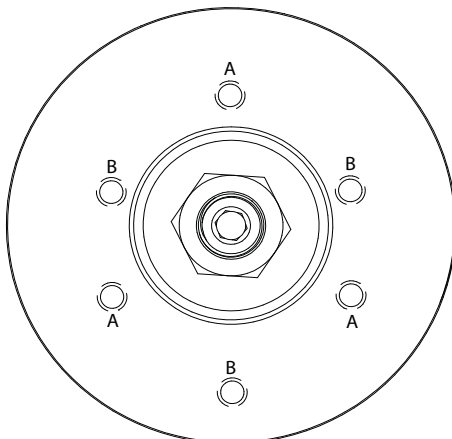
6.



6. Install the CoilSpring on to the Strut (A) according to Diagram #6.

1. CoilSpring Adjuster Nut: thread to bottom of threads for ease of installation of the Strut Assemble.
2. Delrin Washer
3. CoilSpring
4. CoilSpring Adjuster Nut Locking Screw: leave screw loose until final adjustment is completed.

7.

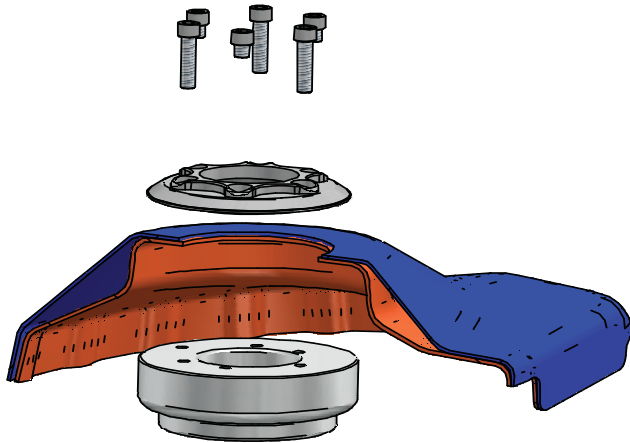


7. The upper strut mount provided in this kit has 2 mounting positions. Centered and offset. Looking at the illustration you will notice "A" bolt holes are centered and "B" bolt holes are offset. Position "A" is used for a street driving alignment. Position "B" is used when a more aggressive alignment is desired. This adjustable upper mount along with the adjustment on the lower Strut mount provide more adjustment than the stock setup. Position "B" will offset the top of the Strut towards the engine.



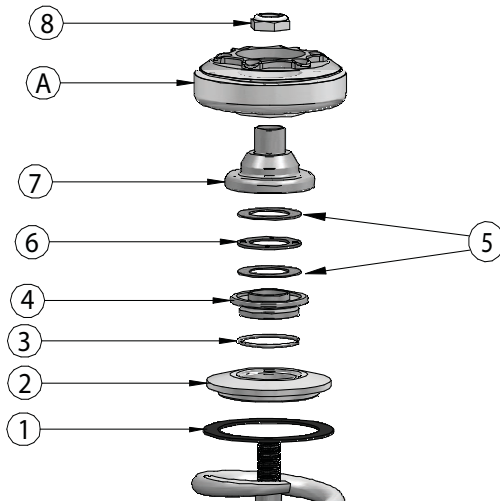
Upper Mount Installation

8.



8. Bolt the upper mount into the car positioning it for the alignment desired using the description in the previous step. The mount will be either centered or the center strut mount offset towards the engine. The upper plate has (6) holes. (3) are threaded and (3) are thru drilled. The long bolts go thru the upper mount to attach it to the lower mount. The short bolts thread into the threaded holes. Tighten all (6) down.

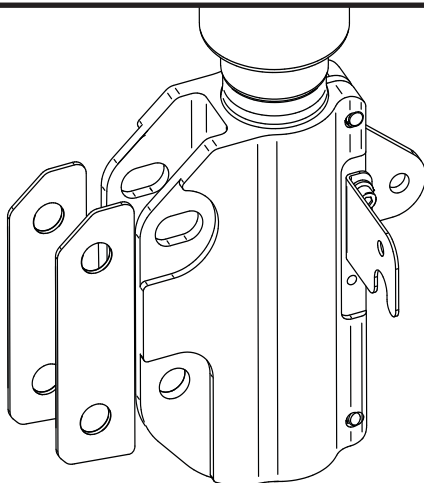
9.



9. Remove the Adjuster Knob from the strut shaft for assembly. With the CoilSpring installed on the strut, bolt the strut assembly into the upper mount (A), see diagram 9 for assembly order.

1. Delrin CoilSpring Washer
 2. Upper CoilSpring Cap
 3. CoilSpring Cap Retaining Ring
(Installed on #4 CoilSpring to Bearing Adapter)
 4. CoilSpring to Bearing Adapter
 5. Torrington Bearing Races
 6. Torrington Bearing
 7. Torrington to Upper Mount Adapter
 8. 9/16" Locknut
- Assemble components and install into upper mount tightening upper nut. Reinstall upper adjustment knob.

10.

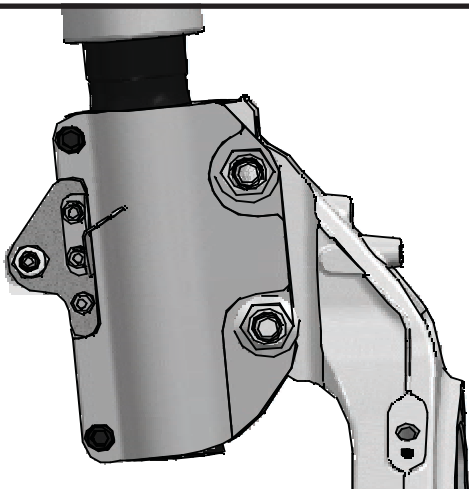


10. The Kit includes 4 shims. A shim will need to be placed on each side of the spindle, between the spindle and each ear of the strut mount.



Assembly

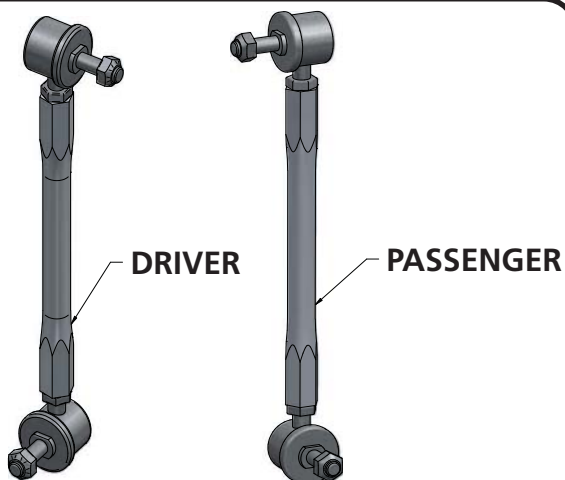
11.



11. Slide the lower strut mount onto the spindle. Insert a Shim Spacer between the Spindle and Extrusion on each side of the Spindle. Align all of the bolt holes, insert the Factory hardware to attach.

NOTE: These bolts are torque-to-yield bolts. They only have a few adjustments in them before they should be replaced. Tighten the bolt to 60 ft/lbs and turn the nut 180°.

12.

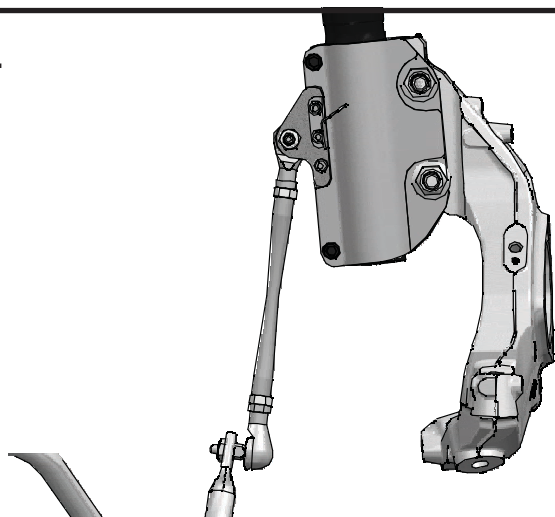


12. Attach the PosiLinks between the strut and swaybar using the 10mm Nylok Nut. Refer to diagrams 12 & 13 for orientation.

NOTE: There is a Drivers and Passenger Posilink assembly, refer to diagrams (12 and 13) for proper installation

NOTE: Some vehicles have a 10mm sway bar linkage, some have 12mm linkage. The Posilink linkage provided in the kit has 10mm studs, T-bushings are provided in the kit for 12mm linkage setups. Install a T-bushing in each side of the swaybar hole, then install the Posilink and tighten.

13.



13. The PosiLink mounts with the stud on the Strut pointing forward, and the stud on the Sway bar pointing in.

Note: Image is viewing from front of vehicle.

Note: Depending on the manufacturer of the swaybar on your car, you may have to flip the PosiLink assembly to get the best fit. The PosiLink needs to be as straight as possible with the steering wheel straight.



Final Assembly

14.



14. Using the factory hardware, attach the brake line to the mount on the strut.

15.



15. Slide the ABS wire into its mount on the strut.

16. Preload the springs of the strut. Follow steps **16a - 16e**.

16a. Verify the adjuster nut locking screw is installed in the adjuster nut, but not tight.

16b. Screw the spring adjuster nut up the strut body until it is snug against the spring. You should NOT be able to move the spring up and down on the strut (0 preload). Verify the upper coil spring cap is seated correctly on the retaining ring (#3 in diagram 9 on page 4).

16c. Measure from the bottom of the adjuster nut to the top of the strut extrusion (#4 in diagram 9 on page 4). You may want to record the measurement for reference.

16d. Using a spanner wrench, thread the adjuster nut up the strut an additional 1/2" (from the measurement you took in step 2) to preload the spring.

16e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.



Final Assembly

17. Repeat steps 2-16 on the other side.
18. Reinstall the wheels and tires and slowly lower the car to the ground.
19. After the entire weight of the car is on the wheels, jounce the suspension and roll the car forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**

Determining Ride Height

To achieve the best ride quality & handling, the shock absorber needs to be at 50-60% overall travel at ride height. This will ensure that the shock will not bottom out or top out over even the largest bumps. Measuring overall wheel travel is an easy, effective method of determining shock travel.

Most cars will have 4-6" of overall wheel travel. To determine where you are at in wheel travel, take a measurement from the fender lip (centerline of the wheel) to the ground. Then lift the car by the frame until the wheel is barely touching the ground and remeasure. This will indicate how far you are from full extension of the shock.

A minimum of 1.5" of extension travel (at the wheel) is needed to ensure that the shock does not top out. If you are more than 3" from full extension of the shock, then you are in danger of bottoming out the shock absorber.

20. Measure your ride height. If you need to make an adjustment, proceed to Coilspring Adjustment on the next page. If your ride height is acceptable, proceed to Alignment on page 8.



CoilSpring Adjustment

21. If you determine you need to adjust the ride height of the front suspension after getting the car on the ground, follow **Steps 21a - 21e** for adjusting the ride height. This kit is designed to lower the ride height of this car approximately 1 1/2".

21a. Raise the vehicle and support it by the frame, allowing the suspension to hang freely. You do NOT need to remove the front wheels, but you may want to turn the steering wheel to gain better access to the strut.

21b. Loosen the locking screw in the adjuster nut, but do not remove the locking screw.

21c. Measure from the bottom of the adjuster nut to the top of the strut extrusion. You may want to record the measurement for reference.

21d. Using a spanner wrench, thread the adjuster up or down the strut to obtain the correct ride height. One complete revolution of the adjuster nut is approximately 1/16" at the wheel. Threading the adjuster nut up the strut will raise the ride height, threading it down will lower the ride height.

21e. Lock the adjusting nut in place by tightening the adjuster nut locking screw.

22. Set the vehicle back on the ground, jounce the suspension and roll the car forward and backward to alleviate suspension bind. **THIS IS NECESSARY BEFORE MEASURING RIDE HEIGHT.**

23. Recheck your ride height. If you need to readjust, repeat **Steps 21-22**.

24. Once your desired ride height has been achieved, proceed to Alignment.

Alignment

25. Any time you replace the front suspension or alter the ride height of your car, you should have the alignment checked. Ridetech recommends having the alignment set to factory specs.



Strut Adjustment

Strut Adjustment 101- Single Adjustable

Rebound Adjustment:

How to adjust your new struts.

The rebound adjustment knob is located on the top of the Strut protruding through the upper mount.

You must first begin at the ZERO setting, then set the shock to a soft setting of 20.



-Begin with the Strut adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

Take the vehicle for a test drive.



-If you are satisfied with the ride quality, do not do anything, you are set!

-If the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

Take the vehicle for another test drive.



-If the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.



Shock Adjustment

Shock Adjustment 101- Triple Adjustable

Triple Adjustable:

Step One: High Speed Compression



- High speed compression adjustments are used in both street driving and track tuning.
- Begin with the shocks adjusted to the ZERO high speed compression position (full stiff). Do this by rotating the high speed compression adjuster (large knob) clockwise until it stops.
- Now turn the high speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use. For typical street driving the high speed compression adjuster will remain at setting 20.

Step Two: Low Speed Compression

Low speed compression adjustment is what is typically felt during street driving.



- Begin with the shocks adjusted to the ZERO low speed compression position (full stiff). Do this by rotating the low speed compression adjuster (small knob) clockwise until it stops.
- Now turn the low speed compression adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use). Take the vehicle for a test drive.
- if you are satisfied with the ride quality, do not do anything, you are set!
- if the ride quality is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 clicks.

Take the vehicle for another test drive.



- if the vehicle is too soft increase the damping effect by rotating the low speed compression knob clock wise 3 additional clicks.
- If the vehicle is too stiff rotate the low speed compression adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

Step 3:

Adjust rebound according to Single Adjustable instructions.

Note:

One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.