

VAN STEEL

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READ THOROUGHLY BEFORE BEGINNING

KIT INCLUDES

1. SMART-STRUT Mounting Bracket
2. Adjustable Strut Rods w/Hardware
3. Adjustable Cam Assemblies w/Hardware

STEP 1

With car on jack stands, clamp a pair of heavy vice grips to the steel spring. If you have a fiberglass spring, clamp the vice grips on the end of the spring where the metal clamp is. This will prevent the floor jack from sliding when you jack it up. Remove one side at a time.

STEP 2

Remove camber bolts from the stock strut rod bracket. Once the camber bolts are out, you can remove the stock bracket and keep your old hardware. Note: Stock 80-82's have a 1 piece bracket. Your new Smart Struts System has 2 brackets.

STEP 3

Remove the shock mounts. If your shock mounts are frozen, we recommend using our shock mount remover. PT# SM-01

STEP 4

Install the new Smart Strut Bracket w/your old hardware. Set your adjustable strut rods to the length of the stock ones until you get your car aligned. Put the inner part of the rods in the bracket and tighten down **ALL** hardware.

STEP 5

Install the adjustable strut rods on the bearing assembly side. (We also recommend using Never-seize on your shock mounts and camber bolts where the bushing will sit.) Reinstall the spring reversing **STEP 1**.

STEP 6

Roll car back and forth several times to settle suspension and re-adjust strut rods to desired camber. A good starting point is ½ degree negative. Each turn of the strut rod equals about ½ degree of camber change. Car **MUST** be re-aligned by a professional.

CAMBER-INCLINATION CAM BOLT ADJUSTMENT

Street – ¼ degree for each 1-inch of hub travel.

(¾ degree for 3 inch of hub travel)

Racing – ½ - ¾ degree for each 1 inch of hub travel.

Rear camber MUST be checked after inclination cam adjustment

There is no specific angle spec angle the rods need to be at because it will be different for everyone. Just like setting up toe in the car, it's based on a few things. Ride height and the

angle of the half shafts. The bracket alone reduced the camber curve because it repositions the inboard pivot for improved camber control. The angle of the rod is predicated on ride height and the final camber setting.