

# VERUS ENGINEERING

## Camber Plate Kit – Mk5 Toyota Supra

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### Installation Manual



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Approvals: C. Warner

### Document Revisions

Rev	Date	Author	Description
1	03/09/21	E. Hazen	Initial Release
2	10/03/23	E. Hazen	Updated with more info for OEM Springs

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## 1. Introduction

**1.1. Overview:** Detailed instructions on installing the Verus Engineering Camber Plates for the Mk5 Toyota Supra.

**1.2. Difficulty:** Novice

**1.3. Time Required:** 2-4 hours

### 1.4. Tools Needed:

- 1.4.1. Side Cuts or Plastic Trim Removal Tool
- 1.4.2. Flathead screwdriver
- 1.4.3. 4mm Allen Wrench
- 1.4.4. Impact Wrench
- 1.4.5. 13mm Impact Socket
- 1.4.6. 15mm Impact Socket
- 1.4.7. 16mm Impact Socket
- 1.4.8. 18mm Impact Socket
- 1.4.9. 27mm Impact Socket
- 1.4.10. Floor Jack



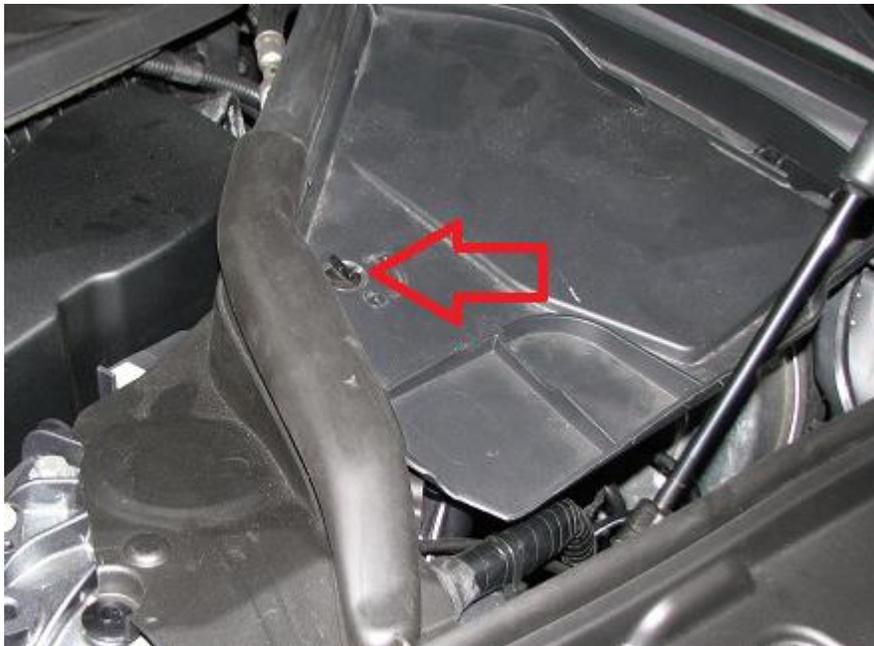
### 1.5. Camber Plate Kit Components

- 1.5.1. (2) Preassembled Camber Plate w/ Adjuster
- 1.5.2. (2) Camber Plate Adapter Sleeve
- 1.5.3. (2) Camber Plate Adapter Sleeve Lock Nut
- 1.5.4. (2) Camber Plate Top Nut
- 1.5.5. (1) Hardware Bag
  - 1.5.5.1. (8) M8 Washer, Stainless
  - 1.5.5.2. (8) M8 Nut, Stainless



## 2. Installation:

- 2.1. We are not responsible for damage to your vehicle by following this manual.
- 2.2. Jack the front half of the vehicle up by your favorite method and let the car down on jack stands ensuring the front wheels remain in the air. Use of a lift is acceptable as well.
- 2.3. Remove both front wheels from the vehicle.
- 2.4. To get access to the strut tower, pull off the top cover by twisting the unlock button and removing the cover, as shown below.



- 2.5. Remove the camber plate cover by using dikes or plastic rivet removal tool and pull upward on this to fully remove. The plastic rivets are circled in yellow.



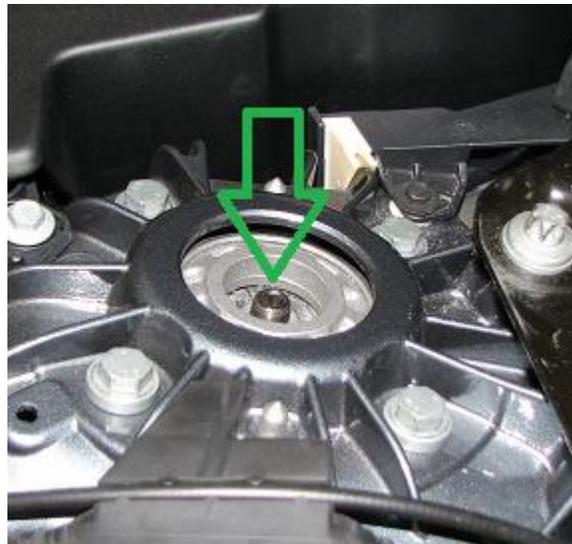
2.6. With the covers removed, this is what you are left with.



2.7. Now the 2 sensors (green circles), wire clips (blue circles), brake line (orange circle) and the sway bar mount nut (yellow circle) need to be removed. The sway bar nut is a 16mm nut.



- 2.8. You should have a jack underneath the knuckle assembly so you are able to slowly let the damper assembly down once you begin to remove the Camber Plate otherwise it will fall out.
- 2.9. We recommend removing the lock nut on the camber plate, and slowly letting the damper remove from the camber plate by letting the jack down. This allows the damper to stay \*in\* the knuckle which we found was difficult to remove. This nut is located below and is 18mm. **With the OEM spring, this can be difficult and using a way to compress the spring may improve removal of damper from chassis.**



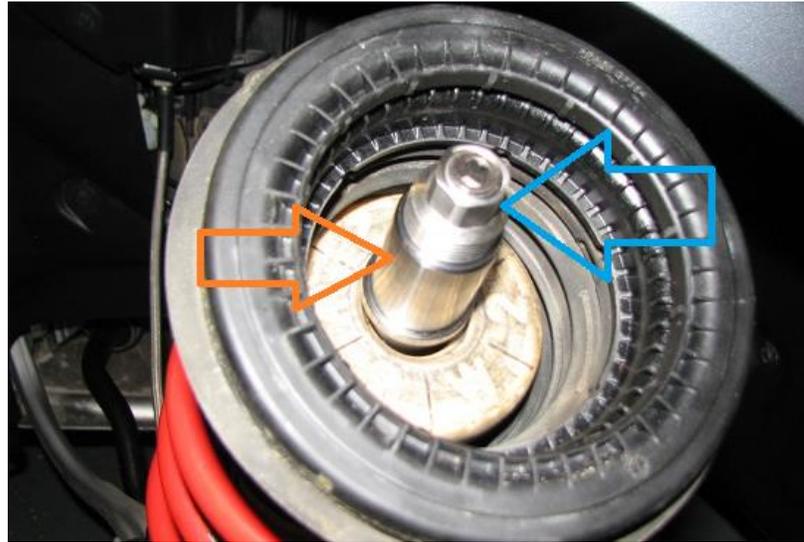
- 2.10. Once this nut is removed, the damper assembly can come out of the car. **\*SLOWLY\*** release the pressure in the jack and gently let the assembly come out of the car. You can push down on the knuckle and snake this out of the fender as shown below. **Be careful to stretch or break any wires/sensors/lines.**



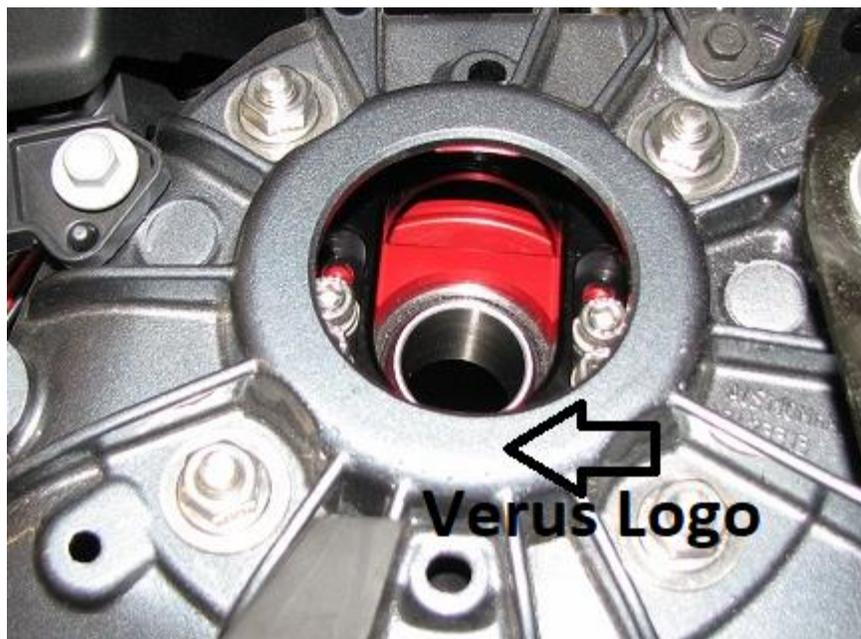
- 2.11. Remove the (4) 13mm bolts that hold the factory camber plate to the chassis.



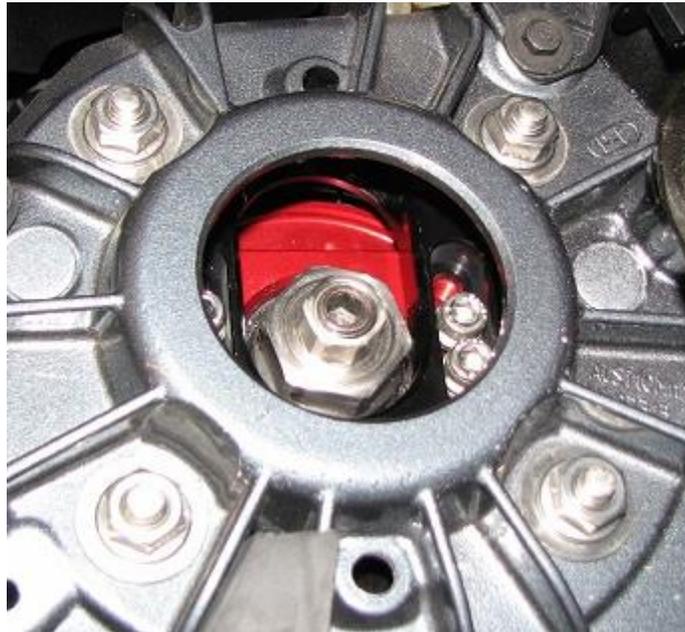
- 2.12.** We can now install the adapter sleeve and lock nut onto the car. The adapter sleeve has an orange arrow to it and the lock nut has a blue arrow to it. The lock nut should be tightened with an impact until the shaft spins, then a few further clicks without spinning the shaft excessively. Note the bump stop is installed currently.



- 2.13.** Install the Verus Engineering camber plate base with adjuster onto the chassis with the supplied M8 nuts and washers as shown below. The “Verus Engineering” logo should be outward on the chassis for both left and right side.



- 2.14. We can now install the damper assembly into the camber plate base similar to how we removed the factory setup.
- 2.15. With the jack under the knuckle assembly, begin pushing the damper upward into the spherical housing/adjuster. **NOTE: If you are using the OEM springs, a spring compressor or another style of compressing the spring may decrease frustration here.**
- 2.16. If you are met with any resistance, stop. With a flat head screw driver or socket **very gently** move the spherical bearing around so that the assembly can fit into the spherical bearing. It is normal that the bearing is tight and requires force to move. The spherical and the adapter bushing are a very tight fit. Be gentle so that you do not mar the inside of the bearing or unnecessarily load the bearing.
- 2.17. Once the assembly fits into the spherical you can install the large lock nut, tightened with the electric impact similar to step 2.12.



- 2.18. Tighten all bolts and nuts. The m8 nuts can be tightened to 12-16 ft-lbs. The M6 SHCS that attached the base to the adjuster should not be tightened more than 6 ft-lbs.
- 2.19. Reinstall sway bar mount and torque to factory spec.
- 2.20. Reconnect all the electrical components that were removed at the beginning of the install as well as the front wheels to get the car back on the ground to check what the camber is. The furthest location outboard for the adjuster should be near factory camber.
- 2.21. It is recommended to get an alignment after installing the camber plates.

- 2.22. Enjoy the freshly installed camber plates. Please contact Verus Engineering with any comments, concerns, or questions via e-mail at [sales@verus-engineering.com](mailto:sales@verus-engineering.com)!

