



In order to correct camber in the front of the Jeep Cherokee after doing an MFC+ lift, orientation of the factory strut top mounts have to be corrected. To achieve this, the best way is to have it oriented before complete installation, although it can be done while on the car.

When looking at the factory strut top mounts, they have an alignment hole that matches up to the body with a plastic protrusion that goes through it. This hole alignment technique is used from the factory to give you the required amount of camber as an OE application. But since you have now lifted your front end beyond factory alignment specs, the camber has to be brought back to spec.

You can see in the following picture the hole that I am referring to:



Since the strut top mount will be mounted to the suspension assembly for installation, we recommend mocking up fitment to vehicle with the factory strut top mount settings in place. (Align the hole with the plastic protrusion) located on the body of the vehicle where the strut mounts to. Now remove the strut from the vehicle, and hold the shock assembly and carefully rotate the strut top hat 180 degree clockwise. If you are having some resistance, carefully loosen the top mount nut 1-2 turns.

Since the strut top mount hole is off camber and set to the outer most position from factory, when rotating it 180 degrees, it turns the cambered hole inwards to the most inward position you can get. This is the position needed to keep your camber up front within factory specs.

This was a clever way for us to allow camber adjustment without having you purchase camber plates that would have been highly costly due to the front end Macpherson setup that we have with direct shock to body mounts.

- You may try to do this while the suspension is on the body as well.

To do it this way, the vehicle needs to be jacked up on the front end with the wheels off the vehicle. You would take spring compressors, and use them to reduce the amount of upward force is being exerted on the factory strut mount and thrust bearings. Once the spring compressors are clamped in place, remove the factory plastic retaining clips on the upper portion of the strut mount on the engine bay side. Take a pair of vice grips on clamp opposite of each other and twist 180 degrees.

Although in premise this would work and has been confirmed as a way to do it, I recommend it only if you don't want to take your suspension apart to gain the camber adjustment.