Rear CamberMax™ kit - Instructions

Part Number 2130900

Cars applicable:

'65-'89 911/912/930 Equipped with Aluminum trailing arms

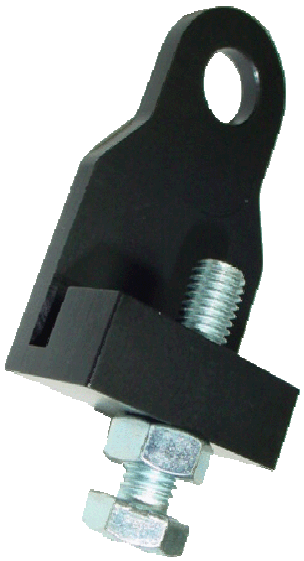
Parts list:

Qty	Description
2	Adjuster
2	8 x 35mm cap screw
2	8mm jam nut

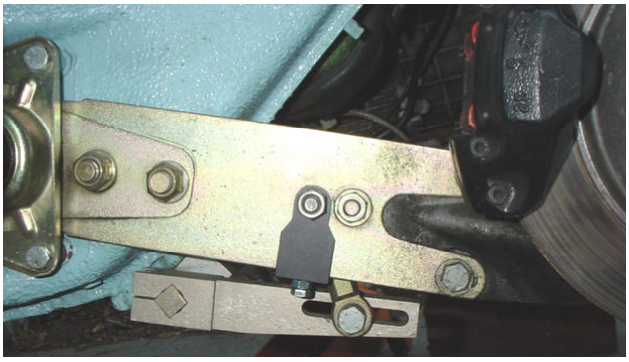
Introduction –

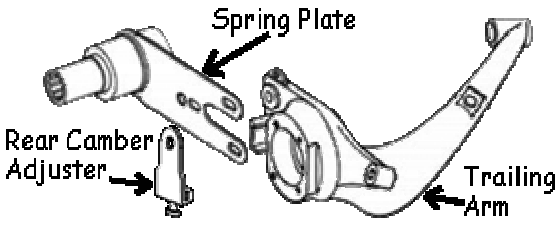
Rear CamberMax kit simplifies rear camber adjustment process and makes it easy to achieve aggressive negative camber settings. Kit replaces the difficult factory eccentric bolt with a simple and precise cap screw adjustment. Allows camber adjustment with vehicle weight resting on the tires such that direct measurement with a gauge can be made concurrently.

Relative camber changes are possible by making equal turns of the adjuster cap screws on both driver and passenger sides. Though it is best to confirm adjustments with a gauge, quick track-side changes can be made using this method.

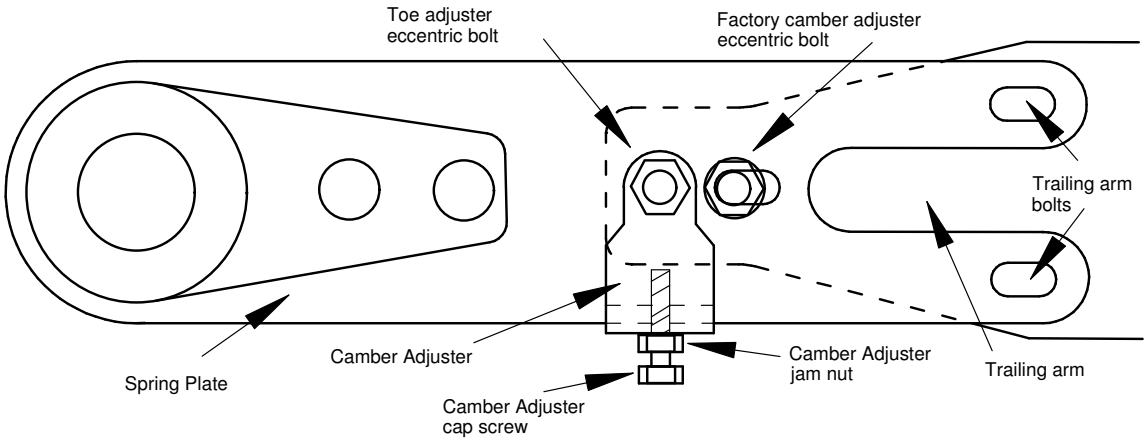


Rear Camber Adjuster





Overview Diagram



Installation

1 – Install Camber Adjuster on toe eccentric bolt as shown with the spring plate inserted into the groove. Re-use factory schnoor washer, discard factory flat washer. Turn Camber Adjuster Cap screw to rest finger tight on the bottom of trailing arm. Tighten toe eccentric bolt to factory specs. Tighten Camber Adjuster Jam Nut.

Camber Adjustment

1 – Remove factory camber adjuster eccentric bolt. Loosen trailing arm bolts keeping them in position and finger tight. Loosen Camber Adjuster Jam Nut.

2 – Turn Camber Adjuster Cap Screw to reach desired camber. Tighten to increase negative camber, loosen to decrease negative camber. 1 full turn is approximately .25 degree of camber.

Relative camber changes can be achieved by turning both driver and passenger side Camber Adjuster Cap Screws an equal number of turns. Adjustment should always be confirmed with a gauge.

Caution – Do not exceed the adjustment range of the spring plate and trailing arm assembly. The toe eccentric and trailing arm bolts establish a maximum range of adjustment. End of range is indicated when Camber Adjuster Cap Screw becomes noticeably harder to turn. Continuing to turn the Camber Adjuster Cap Screw beyond the range of adjustment will result in damage to the Camber Adjuster.

Adjustment may be made with the vehicle weight resting on the tires.

3 – Torque Trailing arm bolts to factory specs.

4 – Install factory camber adjuster eccentric and torque to factory specs.

Note – The Camber Adjuster will not support the trailing arm during vehicle operation. It is necessary to re-install factory camber adjuster to clamp spring plate and trailing arm together.

With aggressive camber settings, it may be necessary to file the spring plate, opening the hole to allow re-insertion of the factory camber adjuster eccentric bolt.