

SMARTRACING™ PRODUCTS

A Company Developing Smart Racing
Products Through Engineering

911/914 CamberBall™
Part No. 452101

Congratulations on selecting the best form of basic caster, camber, and toe control for front struts. Please read and understand **ALL** instructions before proceeding. CamberBall is designed to be used alone to eliminate strut movement due to deflection of the rubber bushings. If desired, the CamberBall can be used in conjunction with shock tower braces.

The CamberBall can be installed in minutes without welding, cutting, or loss of alignment. Follow the directions in the order shown for a trouble free installation.

1. Raise the front of the car up on jack stands. There should be no weight on the tires before proceeding.
2. Remove both wheels.
3. Remove the top nut (A) from both shock absorber struts (H) and compress the struts downward through the hole of the rubber-bushed insert. **WARNING** (Do not crimp brake lines)
4. Remove the rubber-bushing and steel insert from the factory camber adjusting plate; this usually requires cutting the top lip of the rubber off and pushing it downward with the steel insert. You should now see holes approximately 42mm in diameter with a rolled lip, on each side of the car (see illustration at right)
5. Place the main body of the CamberBall (G) over the top of the strut in the orientation shown (threads up). Orient the assembly so that it is parallel with the strut.
6. Place the tapered spacer (C), factory-keyed locking-washer (B) over the top of the strut, and then hand tighten the nut (A) (do not torque yet).
7. From the bottom (fender well side); raise the strut upward through the large hole of the camber adjusting plate. (Use a jack if needed for ease of installation)
8. Install angled ring flat side up. Apply a small amount of thread locking fluid (Loctite No. 242-blue) on the upper threads and carefully thread the retaining collar (D) onto the main body of the CamberBall assembly (G). Tighten until well seated (approximately 40-50 ft-lbs). Hook wrench available part no. 012030.
9. Tighten the factory nut (A) on the top of the strut to approximately 40 Nm (30 ft-lbs) and bend up the factory-keyed locking-washer around the nut.
10. Reinstall wheels and torque wheel nuts to 130 Nm (94 ft-lbs) and remove car from jack stands.

You're finished. The CamberBall is internally PTFE coated and needs no lubrication or adjustment.

Note: Some newer strut assemblies use a nylock style nut in place of a plain nut and keyed washer. This is OK

If you have any questions or comments please do not hesitate to call. SmartRacing Products is dedicated to continuous improvement and development of its products.

*Note: Earlier cars can be updated by getting appropriate later model adjusting plates.

Installation Instructions 911/914 CamberBall™ 1969–1989*

