

# SMARTRACING™ PRODUCTS

A Company Developing Smart Racing  
Products Through Engineering

911 Rear Control Arm Pivot Box  
Upgrade Kits (Using 911 Arms)  
Part No. 562010

## Overview:

This product allows the use of non-turbo arms to benefit from a raised center pivot, which reduces acceleration squat tendencies and also allows a more simplified camber and roll center adjustment method. Similarly, bump steer curves are improved as well as camber gain through the wheel's travel. Camber will now be adjusted by raising and lowering the center pivot bolt. This will not affect the toe settings. No more crawling under the car to change camber angles and then readjust toe! You adjust camber from the inside of the car with 19 and 22mm wrenches. Simple self-aligning and self-fixturing. Note that modification to the back seat area for clearance of these boxes will be necessary.

## Installation (4001-911):

- 1) Remove the control arm, clean and measure the ID of the pivot box along the same axis as the pivot bolt and note this dimension.
- 2) Initially clean all of the grease and dirt from around the pivot box area. Make 4 drill guide plates from 1/8" x 1.25" x 1.25" steel plate with a 1/4" hole drilled in the center.
- 3) Place the guide on the inside of the factory pivot box and center the hole in the existing 14mm hole. Tack weld the guide plates in place (note that what is left of the guide after drilling the 1-3/8" holes will have to be removed, so tack weld accordingly).
- 4) With a 1-3/8" hole saw, drill both sides of the factory box with the hole saw (see drawing, figure A).
- 5) Lay out and cut tangentially to the 1-3/8" hole horizontally and vertically (see drawing figure A). Finish by using a right angle sander to smooth out and straighten the cuts as they intersect with the 1-3/8" hole. Recheck the fit of the box until it fits nicely all the way around and on top of the torsion housing.
- 6) Hold the pivot box in place to determine the amount of rear seat clearance that will be necessary. Clearance the seat as required and check the fit again. Remove the camber-adjusting fork and bolt from the pivot box.
- 7) Set the pivot box in place again and mark with a silver pencil where the paint will need to be removed. Use a rotary wire brush etc to remove the paint and dirt (we use a propane torch for the final step because it cleans and degreases at the same time (be careful of fuel and brake lines!).
- 8) Tack weld the box in several places and check the noted ID measurement of the original box. Adjust accordingly and re-tack (see figure B).
- 9) Weld the box completely. Allow to cool and then paint. Reinstall the fork and adjusting bolt and nut.
- 10) Install the control arm.

**IMPORTANT:** Replace the existing pivot bolts and nuts with new ones (bolt, Porsche part #900.082.019.08 (14 x 90 - 10.9); and nut, Porsche part #900.910.094.02). Torque the 14mm pivot bolt to 60Nm (44 ft-lbs.).

## Installation Instructions 911 Rear Control Arm Pivot Box Upgrade Kits (Using 911 Arms)

Figure A

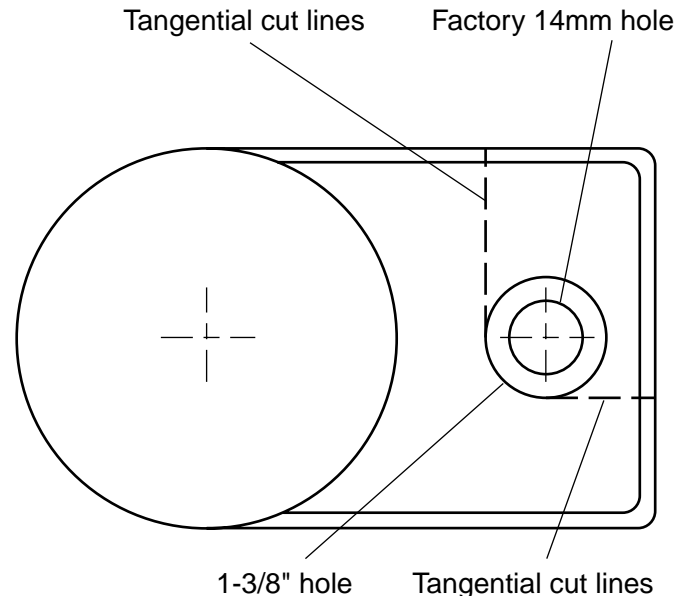
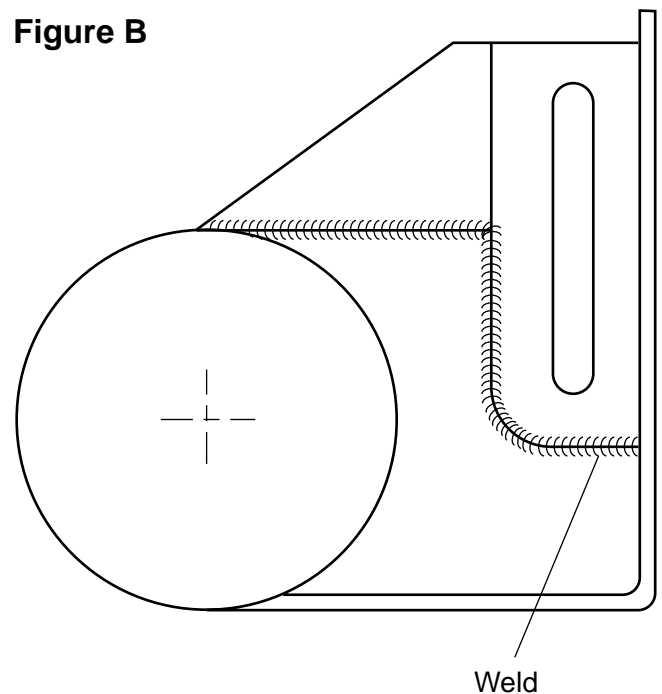


Figure B



Notes: 1) Not drawn to scale

Questions or comments please call 408.369.9997 or FAX 408.369.9741  
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