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Products Through Engineering*

911 Rear Control Arm Pivot Box
Upgrade Kits (Using 930 Arms)
Part No. 562020

Installation Instructions 911 Rear Control Arm Pivot Box Upgrade Kits (Using 930 Arms) Part No. 562020

Overview:

The idea is to allow non-turbo cars to be upgraded to use of turbo arms whose pivot has been moved up and back. This reduces acceleration squat tendencies and makes the camber curve characteristics of wider wheels and tires more effective; also allowing a more simplified camber adjustment method. Bump steer curves are more ideal as well. These boxes are also available for standard 911 control arms (part #4001-911).

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 (4001-930):

- 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) Hold the pivot box in place to determine the amount the top of the factory box will have to be cut away to allow the new box to sit on top of it with the fixturing tangs aligned to the 14mm pivot holes. Clearance as necessary.
- 3) Place the pivot box in place and determine how much rear seat clearance will be necessary. Clearance the seat as required and check the fit again.
- 4) Remove the fork and bolt from the pivot box. 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!).
- 5) Look for any high weld blobs from the factory welds that may have to be removed so the box sits squarely in place. Use the factory bolt in the original pivot hole to hold the box in place. Tack weld the box in several places and check the noted ID measurement of the original box. Adjust accordingly and then weld completely. Allow to cool and paint. Reinstall the fork with adjusting bolt and nut.
- 6) 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.).

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