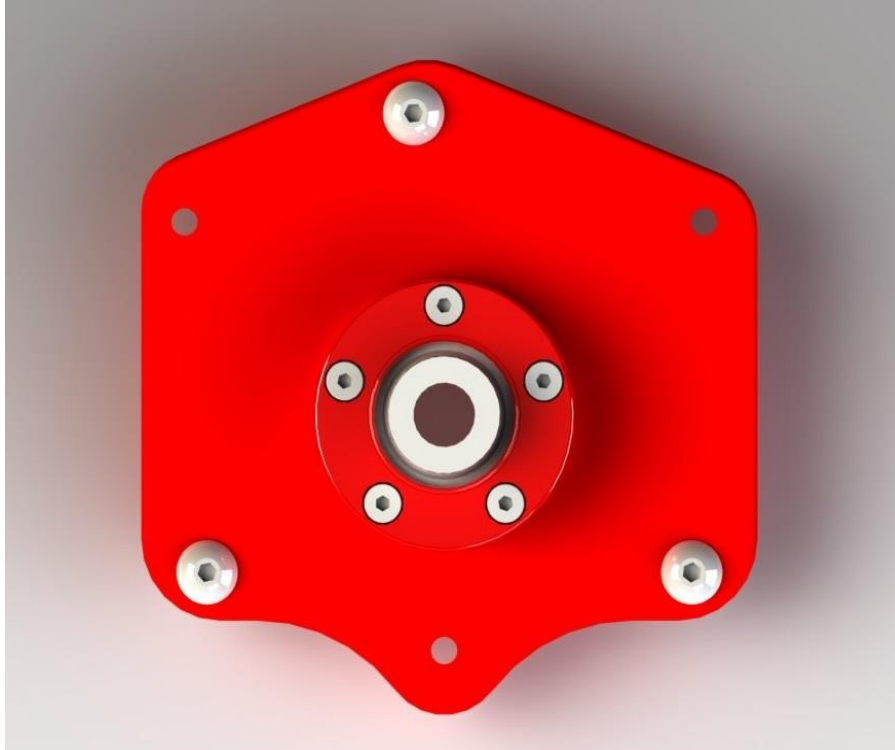


996/997/986/987 Front Camber Plate

Installation Notes



- These camber plates can be installed in two configurations, standard or high camber.
- By default they come pre-assembled in the high camber configuration.

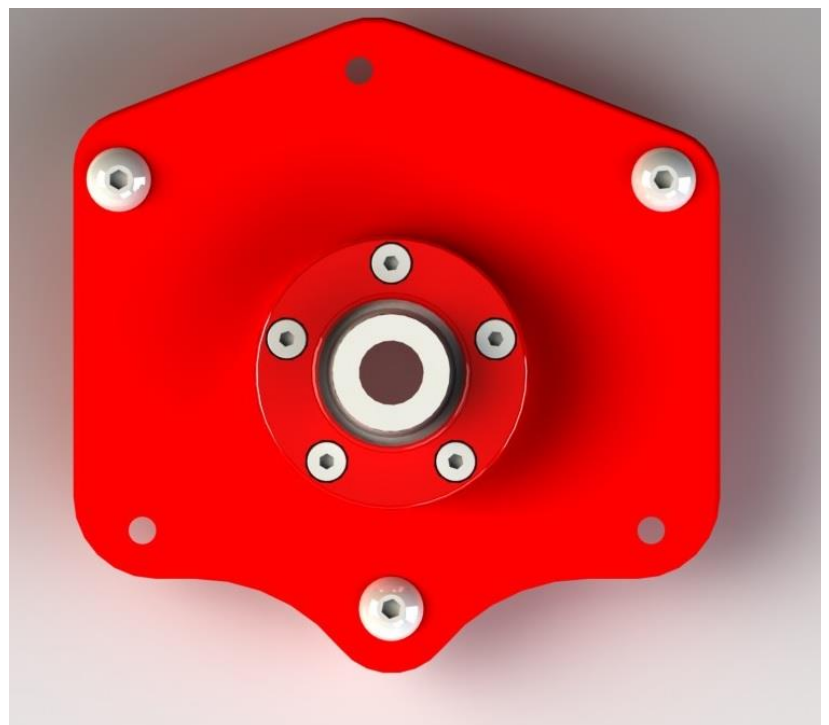


Standard

The standard configuration positions the shock mount in the same place as the factory mount – allowing you to retain the stock camber adjustment range while replacing the compliant rubber mount with a precision monoball.

High Camber

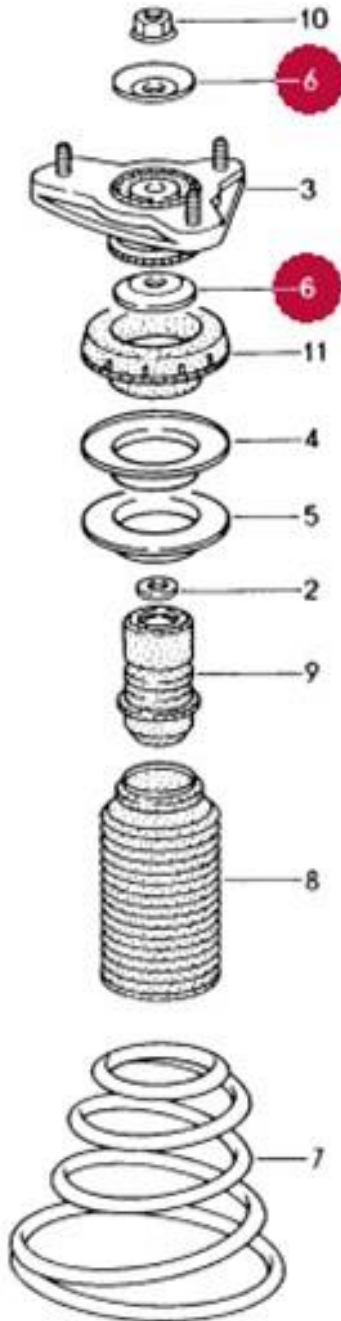
The High camber setting repositions the monoball allowing for an additional 1.1 degrees of negative camber.



- These camber plates are designed to work with either the OEM style shocks or aftermarket coil overs.

OEM Struts/Springs

- When using these camber plates with the OEM style shocks and springs, you must re-use all of the following factory components EXCEPT for the 2 Large Washers (#6 shown in red below).



- Installed on OEM Strut/Spring - Note the factory thrust bearing (items #11, 4, & 5) are retained.

Bilstein PSS9/PSS10, H&R, & KW V3

- When using these camber plates with these shocks **you must reuse the factory thrust bearing!**
OEM items #11, 4, & 5 are retained

- Installed on a 996 with PSS9/PSS10

-Note the factory thrust bearing (items #11, 4, & 5)
positioned between the spring adaptor and the Camber
Plate



- Installed on a 986 with PSS9's
 - Note the factory thrust bearing (items #11, 4, & 5) between the spring and Camber Plate.

Race Shocks – (JRZ, Moton, MCS, Ohlins, etc.)

- When using these camber plates with race style shocks none of the factory components will be reused.
- The upper spring seat mounts directly to the lower bushing of the camber plate.
- For race style applications, it's recommended to use thrust plates or bearings with the springs to prevent them from winding up and to insure smooth steering input.



Torque Specifications

- M8 Mounting Bolts - 25 ft/lbs
- OEM Shock Shaft Bolt (M14) - 60 ft/lbs