

# ***JOHN JAMES RACING***

## **930 to 911 Adjustable Camber Box Installations**

### **Overview:**

This modification is to allow non turbo cars to be upgraded to the use of turbo trailing arms whose pivot has been moved up and back. The benefits of having 930 trailing arms greatly improve the squat/dive characteristics of 911's under heavy turn in braking. Also, they are thicker and stronger to reduce flex in the control arm itself and allow the upgrade to a larger 930 brake/rotor package.

Camber will now be adjusted by raising and lowering the center pivot bolt (This will not greatly affect the toe settings).

**[Note that modification to the back seat area for clearance of these boxes will be necessary]**

### **Installation:**

1. Remove control arm. Clean and remove paint where welding needs to be (Be careful of fuel and brake lines!). [fig. 1]
2. Place alignment block into stock control arm mounting area and insert 14mm bolt through mounting area and block. [fig. 2]
3. Grind off any high factory welds that may prevent camber box from being square to the tub. Tack-weld the box in several places and double check that the box sits square and parallel to the tub. [fig. 3]
4. When satisfied with placement, finish welding all the way around camber box. (We recommend welding on the inside as well to improve strength)

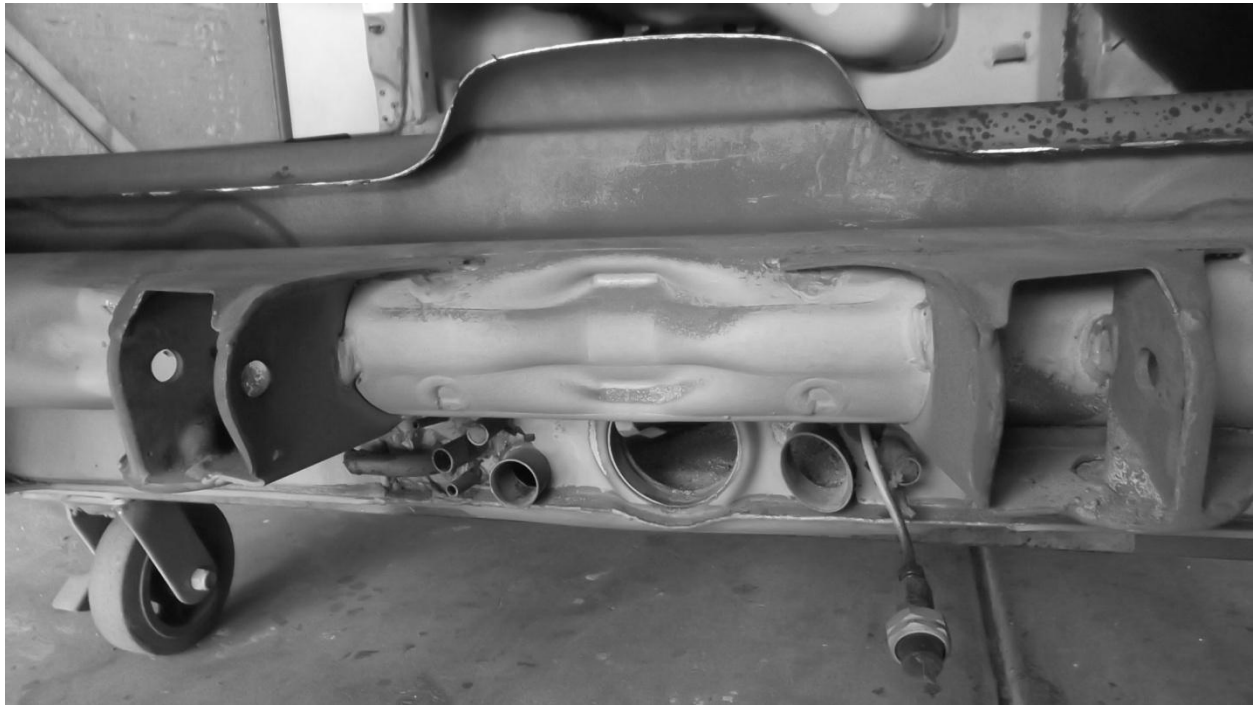
If you have any questions, please feel free to contact us at:

602-471-0305

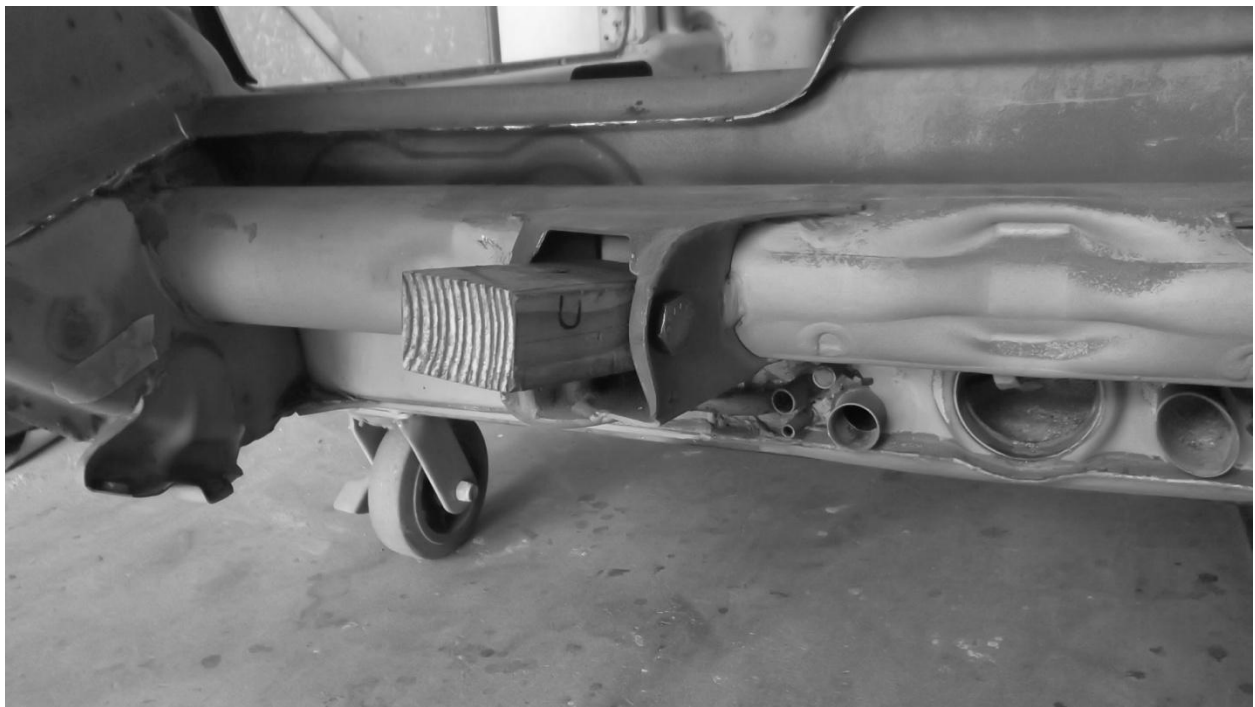
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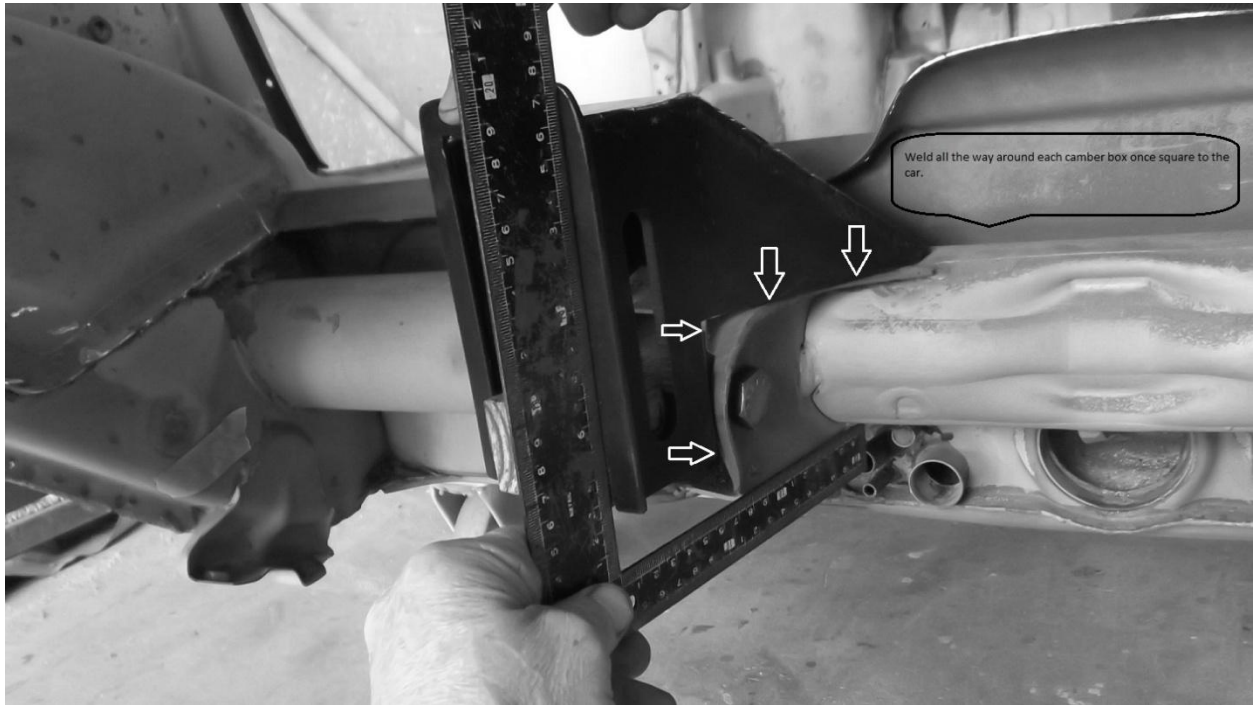
[fig.1]



[fig.2]



[fig.3]



[fig.4]



The finished product should look like this:

