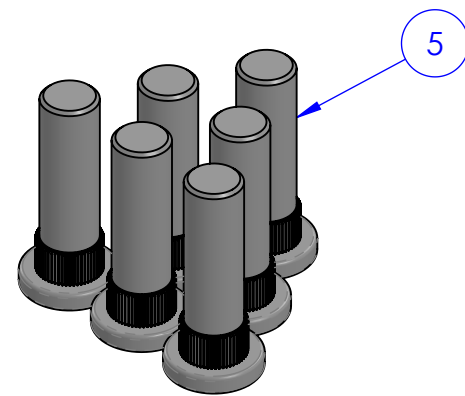
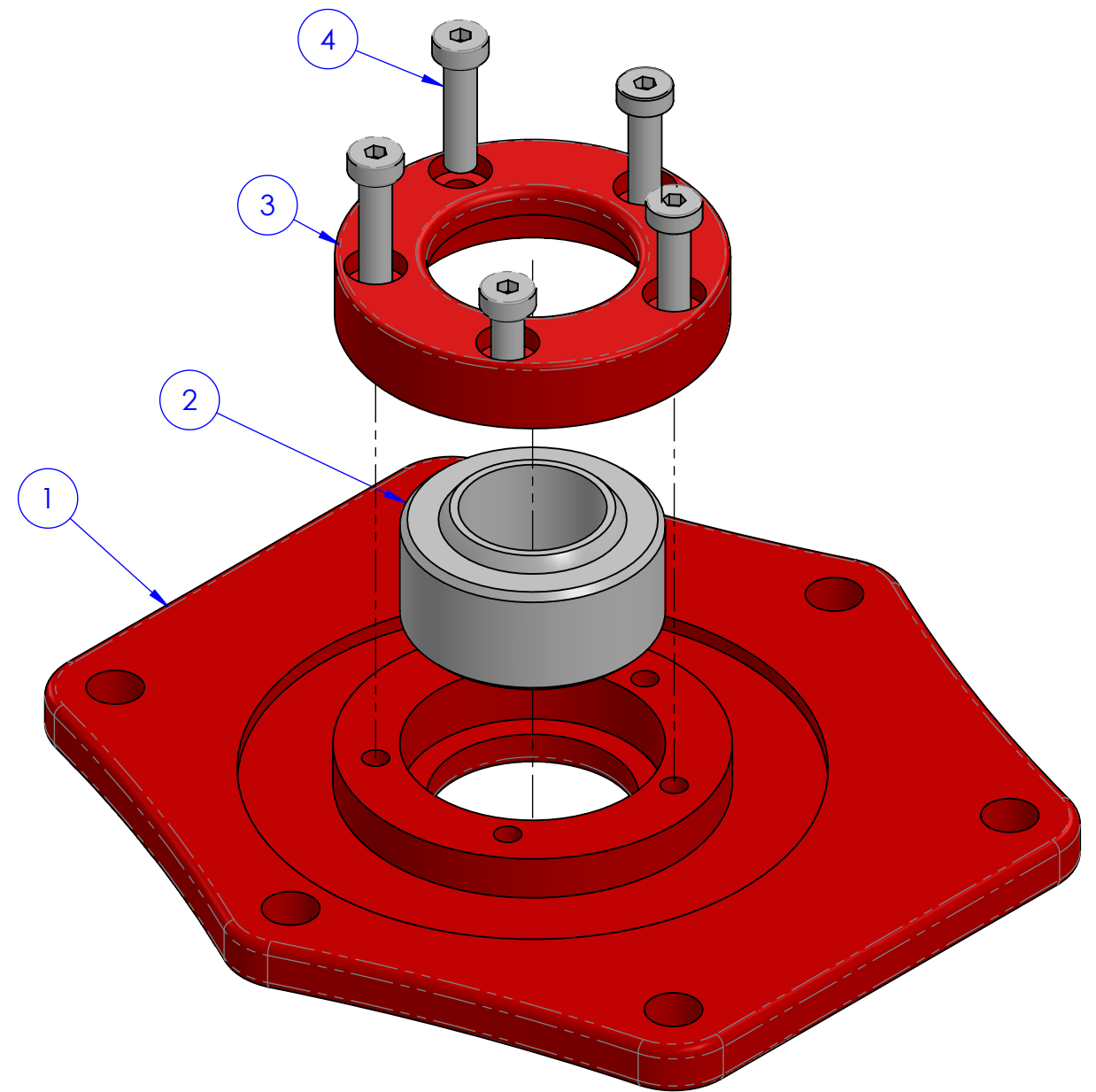
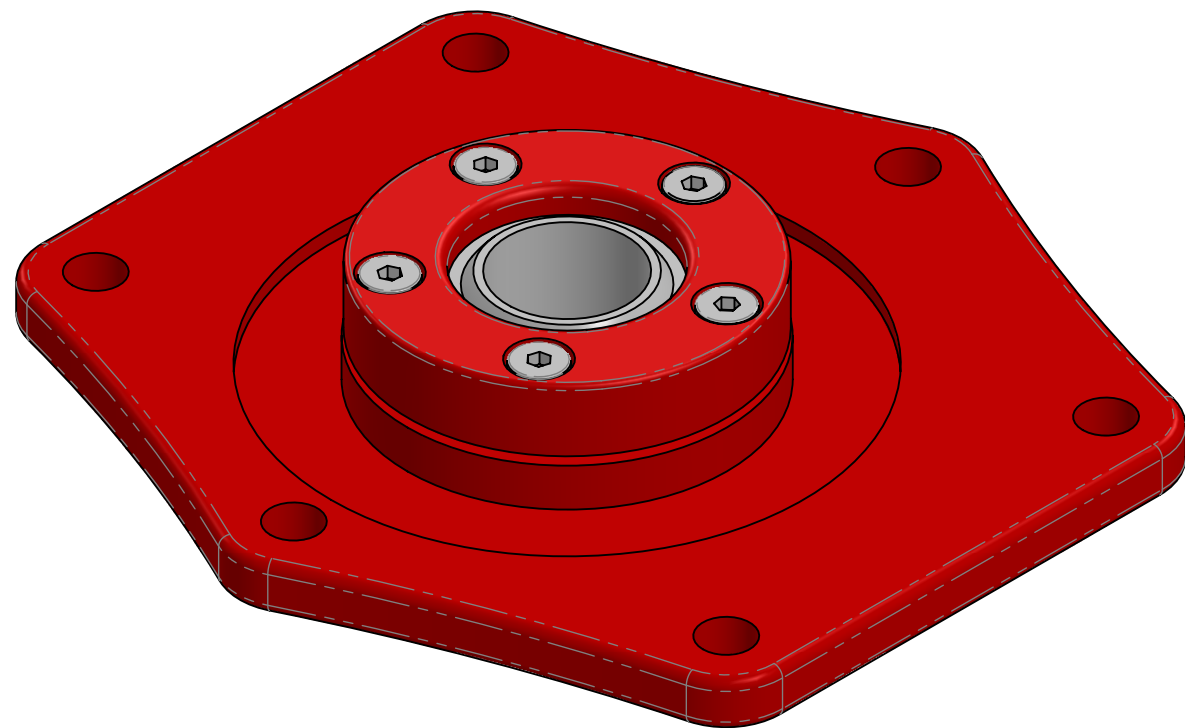
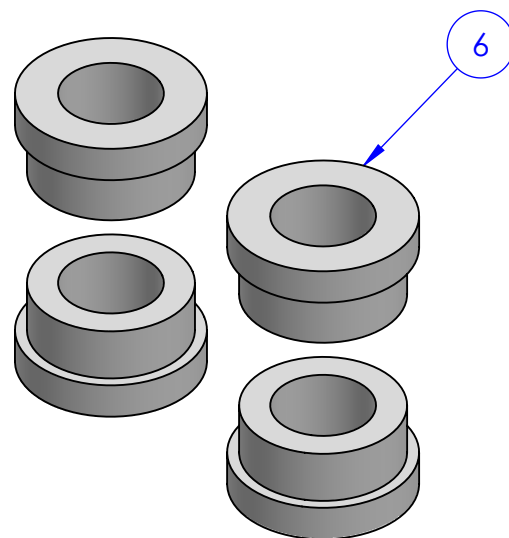


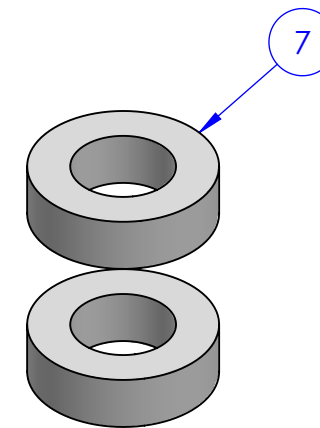
ITEM NO.	PART NUMBER	DESCRIPTION	QTY.	NOTES
1	996FCPHS-03	HOUSING, 996F C-PLATE	2	
2	63195K21	SPHERICAL BEARING, COM-14	2	
3	996RTCP	RETAINER CUP, 996 C-PLT BEARING	2	
4	M5x20LHD	M5-0.8 X 20 LG SOC LOW HD	10	TORQUE TO 45 IN/LBS APPLY BLUE LOCTITE TO THREADS
5	M8X28STD	M8-1.25 X 28 PRESS-IN STUD	6	PRESS FLUSH WITH PLATE
6	SPCR78-03	SPACER, 996F C-PLT, SHORT	4	
7	SPCR78-13	SPACER, 996F C-PLT, NON GT3	2	



NOTE: BOLT PATTERN DETERMINES HIGH OR LOW CAMBER CONFIGURATION (SHOWN ON NEXT PAGE)



NOTE: SPACER #6 INSTALLED ON ALL CONFIGURATIONS



NOTE: SPACER #7 NOT USED ON RACE SHOCK APPLICATIONS

NOTES: UNLESS OTHERWISE SPECIFIED
PROPRIETARY NOTICE
 INFORMATION CONTAINED ON THIS DRAWING IS PROPRIETARY TO TARETT ENGINEERING AND MAY NOT BE COPIED, REPRODUCED FROM TARETT ENGINEERING, NOR PARTS MADE THEREFROM WITHOUT WRITTEN PERMISSION

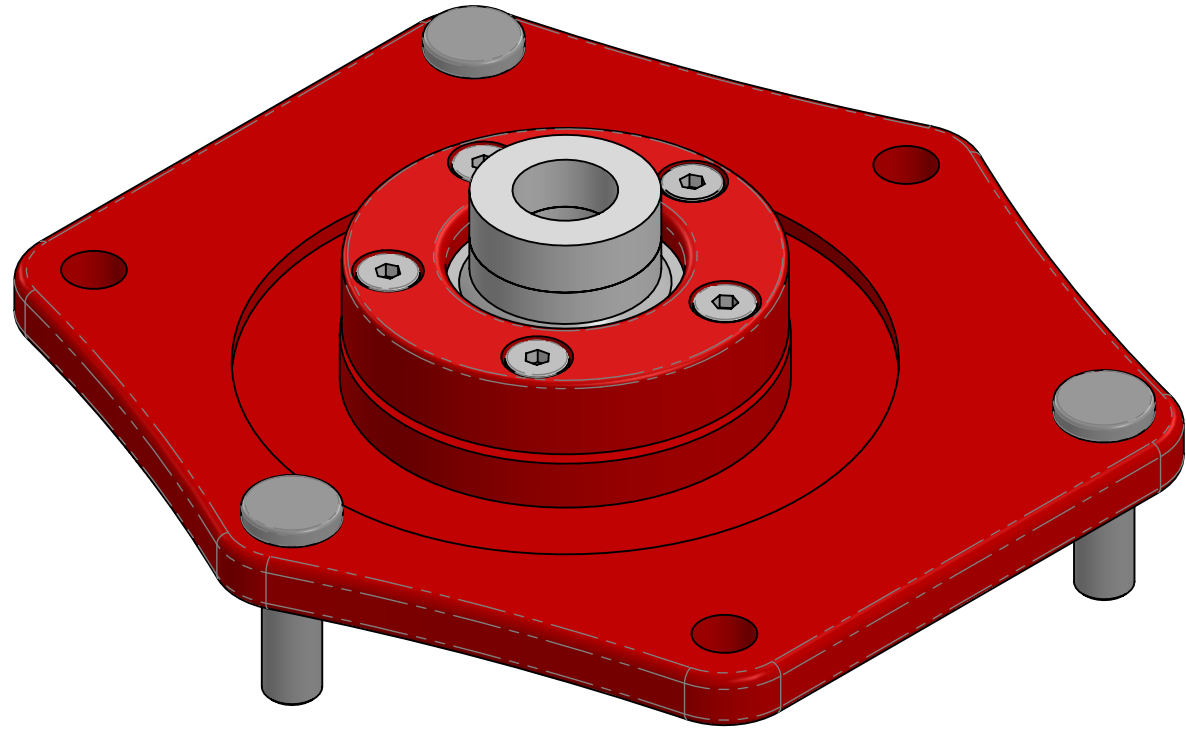


557 W. SUNSET RD.
 HENDERSON NV, 89011
 Tel: (858) 674-5573
 www.Tarett.com

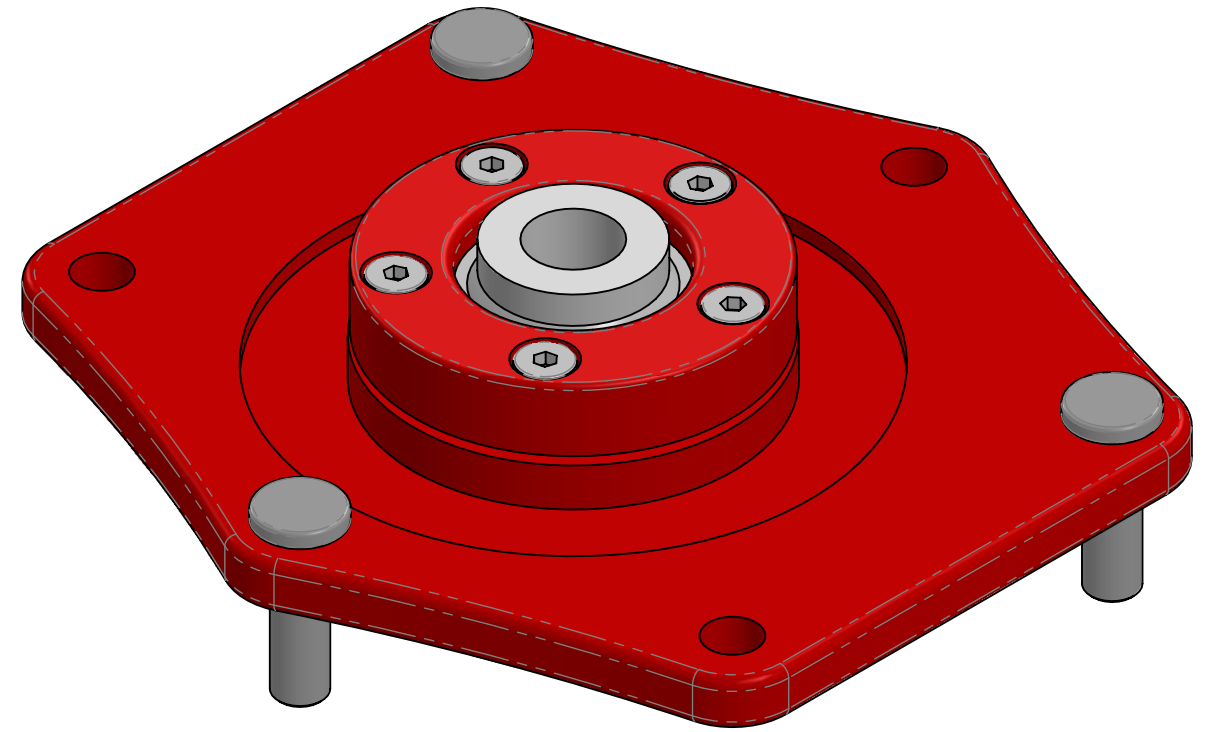
TITLE: 996/997 FRONT CAMBER PLATE

SIZE B PART NO: 996FSMT REV

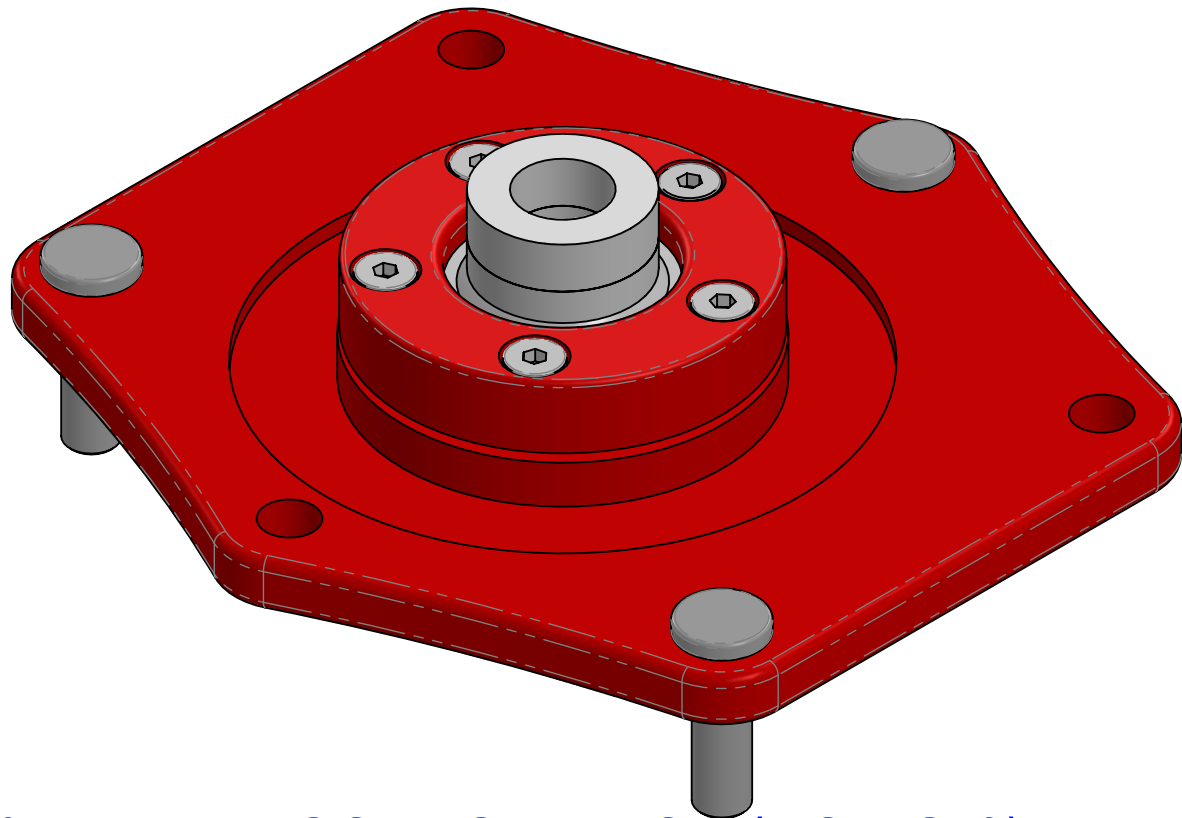
SCALE: N/A SHEET 1 OF 1



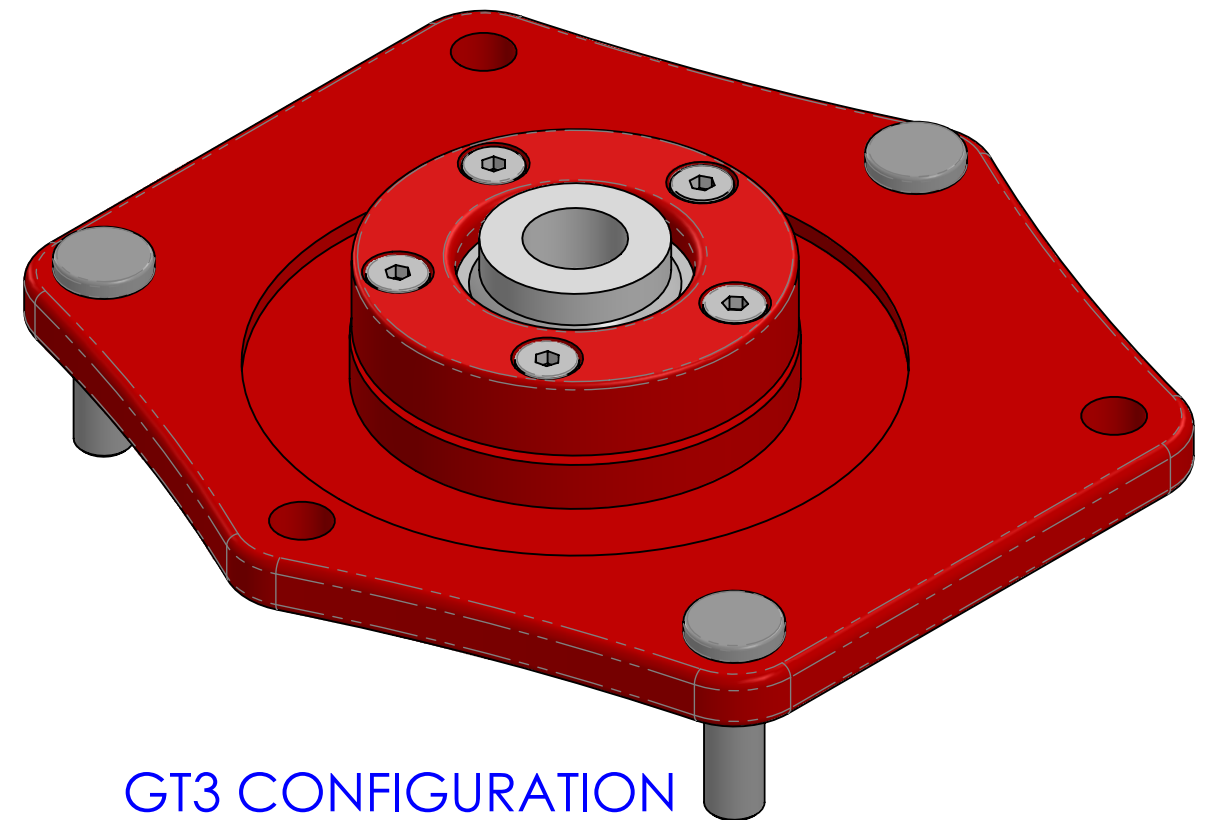
STANDARD CONFIGURATION (NON GT3)
- HIGH CAMBER
- INCLUDE SPACER #7 AS SHOWN



GT3 CONFIGURATION
- HIGH CAMBER
- SPACER 7 NOT INSTALLED



STANDARD CONFIGURATION (NON GT3)
- LOW CAMBER
- INCLUDE SPACER #7 AS SHOWN



GT3 CONFIGURATION
- LOW CAMBER
- SPACER 7 NOT INSTALLED

996/997/986/987 Front Camber Plate

Installation Notes



The 996FSMT Camber Plates are designed to work with both OEM shocks and aftermarket coilovers. They can be installed in two configurations: Low Camber or High Camber.

Note by default they come pre-assembled in the high camber configuration

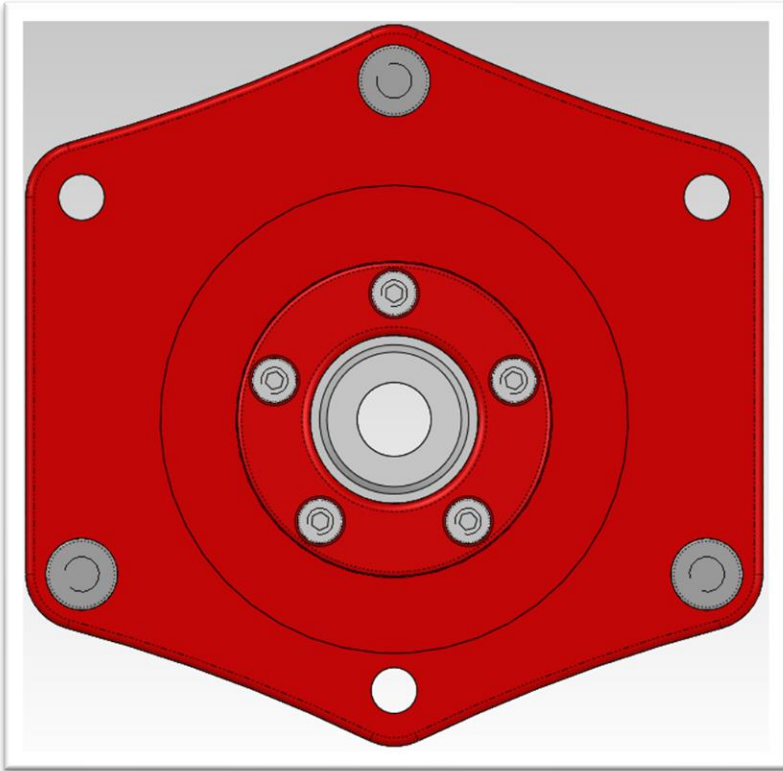


Figure 1: Low Camber Stud Orientation

Low Camber:

The Low Camber configuration (Figure 1) positions the shock mount slightly inboard from the factory mount location adding a small amount of negative camber.

High Camber:

The High Camber configuration (Figure 2) repositions the monoball allowing for an additional 1.1 degrees of negative camber.

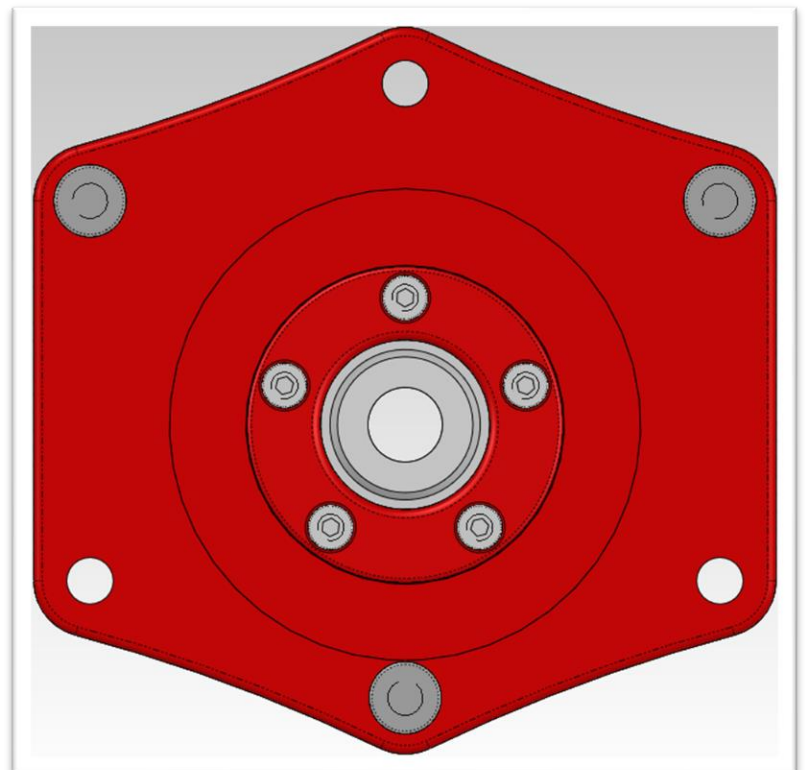


Figure 2: High Camber Stud Orientation

OEM Struts/Springs:

For use with OEM shocks and springs the factory hardware will all be reused **EXCEPT** the Large Top Washer (**part 6 crossed out below**)

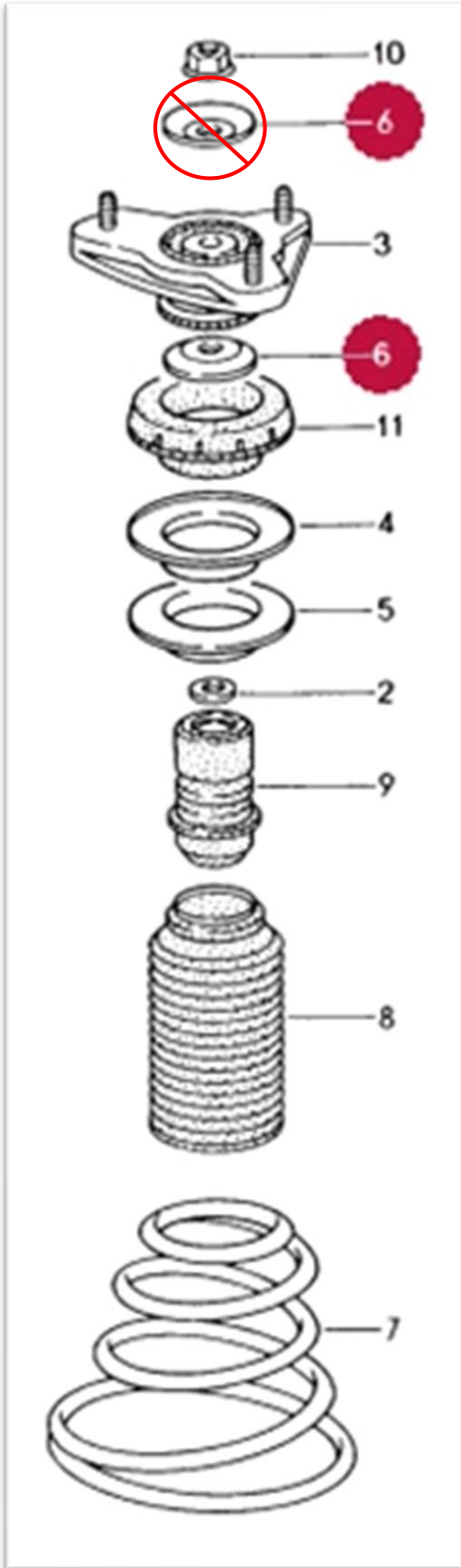


Figure 4: 996FSMT installed on factory suspension
Note factory thrust bearing installed between the Camber Plate and Spring

Figure 3: OEM components exploded view

OEM Torque Specifications:

Camber Plate to Body (M8)	- 25 ft/lbs
Damper to Camber Plate (M14)	- 60 ft/lbs

Bilstein PSS9/PSS10, Ohlins R&T, Etc.

For installation on Bilstein PSS9 style coilovers, **YOU MUST REUSE THE FACTORY THRUST BEARING!**



Figure 5: 996FSMT installed on a 986 w/ PSS9 coilovers
Note factory thrust bearing installed between the Camber Plate and Spring



Figure 6: 996FSMT installed on a 986 w/ PSS9 coilovers



Figure 7: 996FSMT installed on a 996 w/ PSS9/PSS10
Note factory thrust bearing installed between the Camber Plate and Spring Adaptor

Race Shocks (MCS, JRZ, Moton, Etc.)

For installation on Race Shocks no factory components will be reused. The Lower Camber Plate Bushings will seat directly against the spring hat.

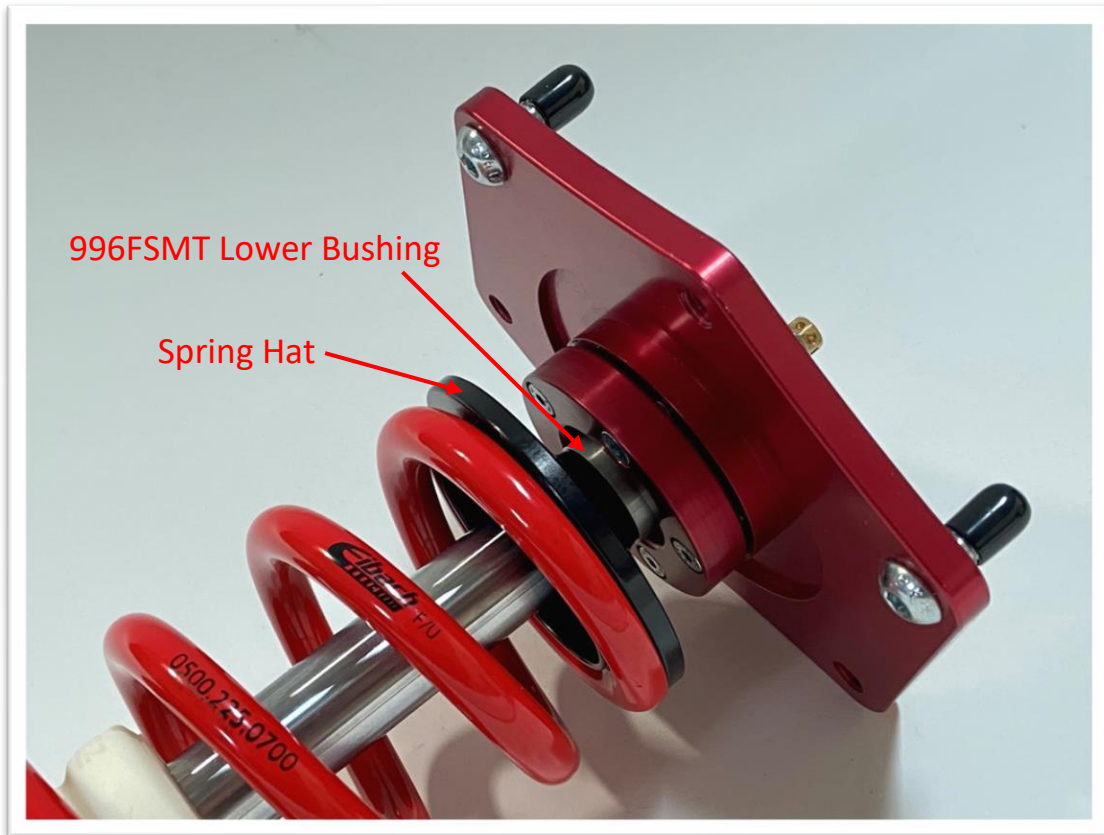


Figure 8: 996FSMT installed on a Race Shock

Note Camber Plate Lower Bushing seated against Spring Hat

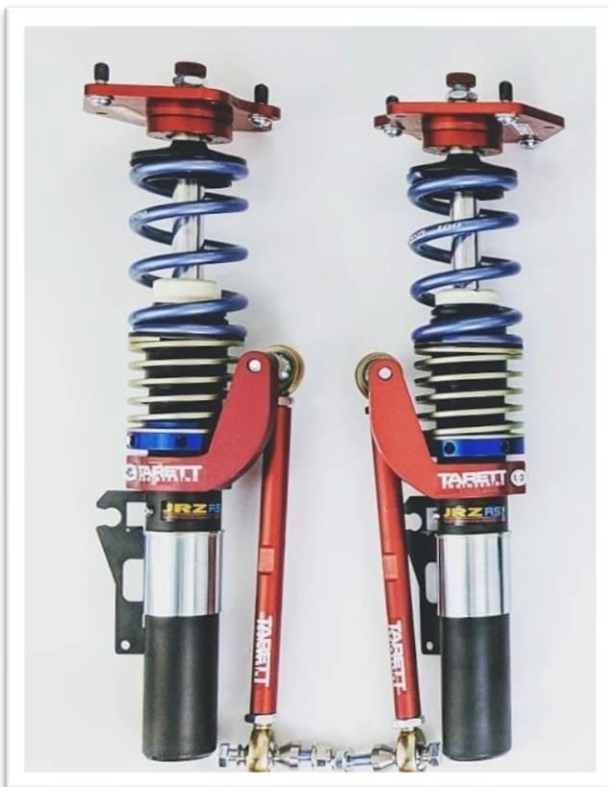


Figure 9: 996FSMT installed on Race Shocks