928 Motorsports Maintenance Series

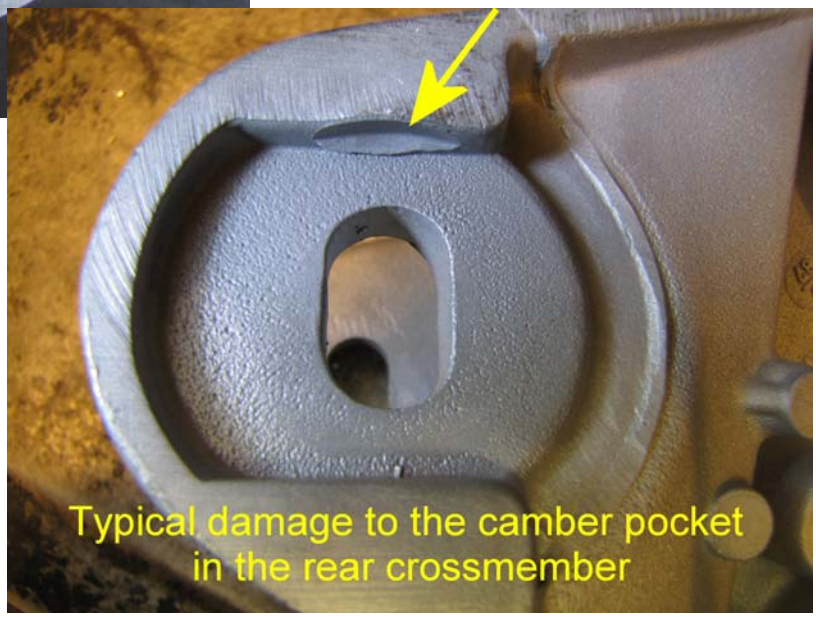
Repairing the Rear Camber Pockets

with the

928MS Steel Camber Pocket Liners

This is typical of the damage to the aluminum you will find on the rear crossmember of a 928.

Especially if the 928 has been driven hard, or fitted with wide tires, or both.



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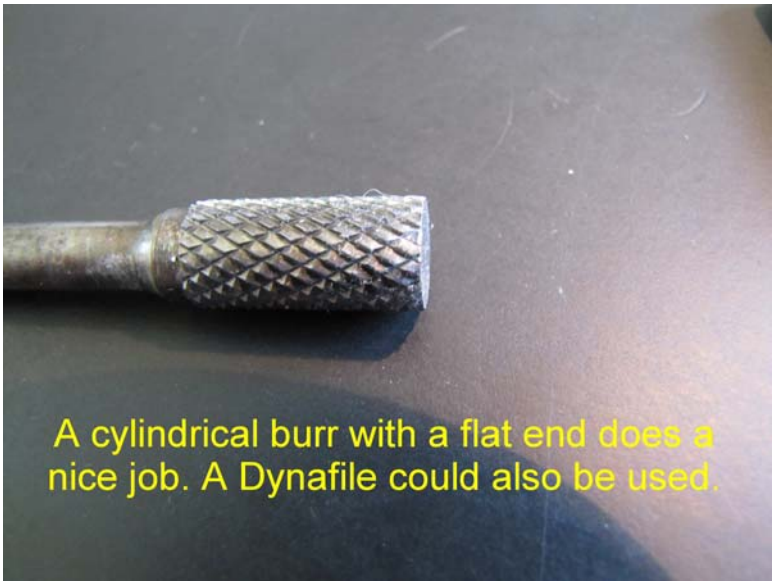
You will want a Dremel tool, or a Roto-Zip, a DynaFile, or just a flat-faced burr in a die grinder like this:



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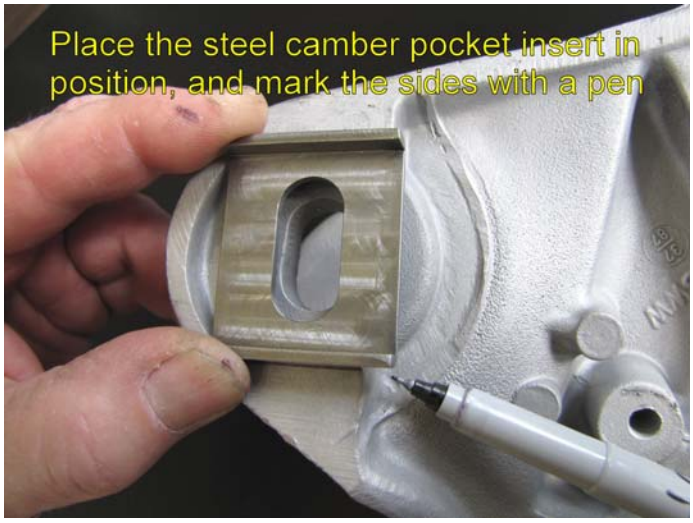
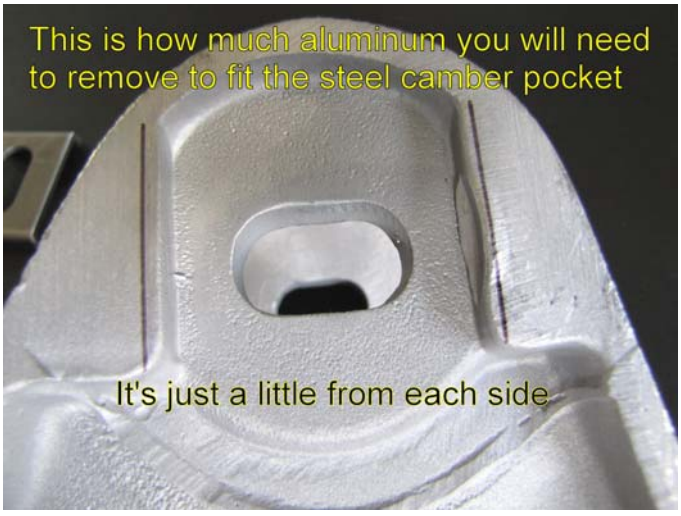
Put the 928 up in the air safely. You will be working under it.

Remove the rear Camber eccentric bolts and nuts. The weight of the vehicle will need to be off the tires for you to do this.





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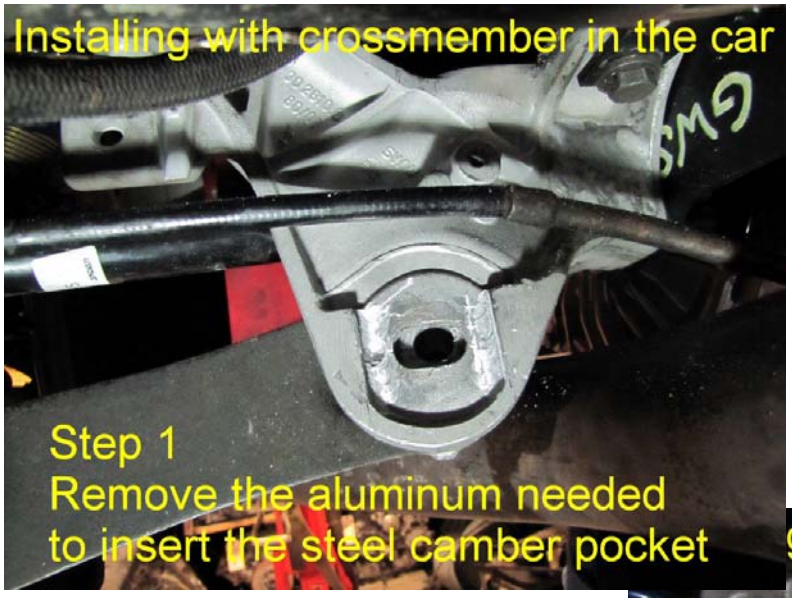

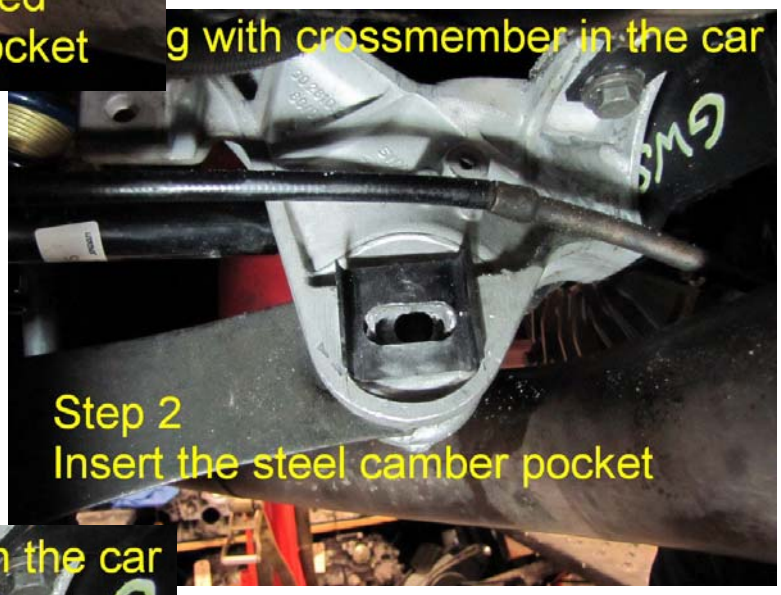

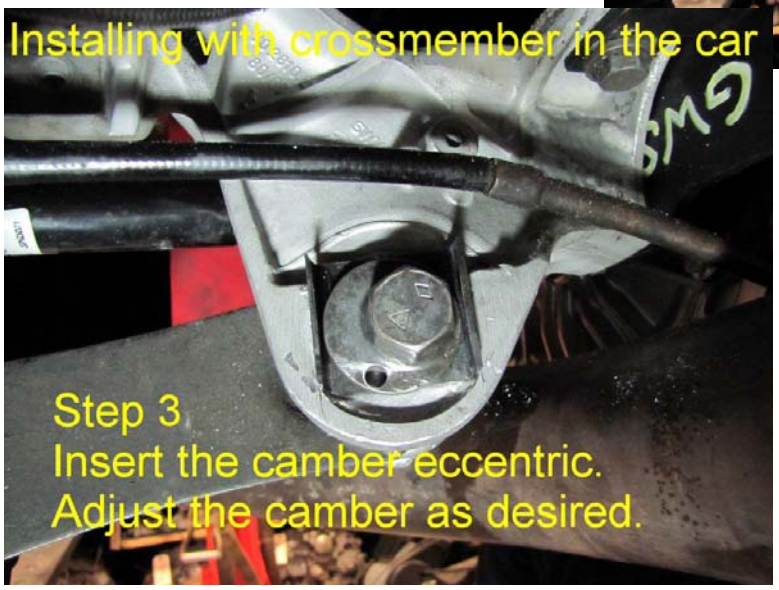

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OPTIONAL: Pinning the rear camber eccentric in place

If you really hit the corners hard with wide, sticky tires, you'll find that the lateral force is great enough to turn the camber eccentrics in their pockets no matter ho hard you tighten the nut.

For example, I would go out at –2 deg negative rear camber, and in a couple laps be at –3.5 degrees camber.

The answer was to drill and pin the eccentric. Can be done on the car.

Gather up a M6 tap and the drill for it, and a small M6 fastener like the one shown below. A center-punch will also help. Set your rear camber they way you want it and tighten the nut on the other side as per the WSM. Mark the eccentric for drilling with the punch, and drill through the eccentric, the steel liner, and into the aluminum. Tap the hole. Insert your M6 fastener with some Loctite on the threads—done!