

WEVO Camber King strut top kit – Carbon or Alloy

Installation notes

This kit is designed for installation in the 911 series chassis from 1965 to 1989.

Before you begin to disassemble your existing front suspension, read these instructions and understand the opportunity to install this kit without losing the existing set-up position of your front struts.

The threaded section at the top of the damper shaft has some variation over the full course of the 24-year span. This kit is designed to be installed with the most common design that was used all through the 70's and 80's. This requires an 18 mm Ø (nominal) damper shaft where it passes through the strut top bearing.

Non O.E. dampers may vary in this area and should be inspected to establish compatibility. Windrush can provide or manufacture adapters of any diameter, please inquire if you need alternate spacers.

When you disassemble your existing strut top, there is likely to be light scale or corrosion on the 18 mm Ø section of the damper strut. Use fine Emory cloth or Scotchbrite to clean this corrosion from the shaft and allow the parts to be assembled with a clean, close tolerance, slide-together fit.

Installation of the WEVO Camber King kit can be achieved without losing your existing wheel alignment settings if the following procedure is adhered to;

Use some masking tape, put a piece of tape on each fender top, roughly square across the car from the damper tops.

Then place two further pieces of tape on the scuttle, immediately in front of the windscreen - and directly behind the strut top in car line.

Make an "X" mark on each piece of tape.

Now use a rule or tape measure and take a dimension from the "X" on the tape to the strut center.

Record each dimension on the piece of tape it corresponds to.

You now have two dimensions that reference the strut top to the "X" 's marked on the tape.

As long as you do not move or remove the tape, you can be sure to re-position the strut top to the original location by using the dimensions you recorded.

The three bolts that fasten the strut top have been reduced from M10 to M8, the heavy washer must be used under the head of the M8 bolt. The M8 bolts should be tightened to 22 ft/lbs. Be sure to re-use the heavy, single hole and two hole, curved load spreading plates that were used under the heads of the original M10 bolts.

When installing the damper, check that no fouling occurs between the strut top casting and the dust cover on the damper.

The offset compact design of the WEVO Camber King will allow up to 2.8° negative camber on most standard 911 body shells. Minor variations in maximum camber will be a result of the sheet metal manufacturing and assembly tolerances, or tilt in the bodyshell. Tilt should be corrected by altering ride heights left and right during a thorough chassis alignment, or set-up procedure.

The rod end joints at each end of the cross tube have a close tolerance fit into the machined clevis cheeks. You may find holding the parts in your hand; you have difficulty in sliding the rod end into the clevis. This will be much easier to attempt once the strut top casting is firmly mounted in the chassis.

To install the cross brace tube, install one rod end in the clevis and insert the 8 mm bolt (it is normal convention for the LH threaded rod end to be on the Left Hand Side of the car). The compact design of the strut top casting makes it impossible to rotate the cross tube down into the opposite clevis. Use the turnbuckle action of the LH and RH threads at each end of the cross tube, to reduce the length sufficiently to install the 2nd end into the clevis. Now counter rotate the tube to lengthen it until the 2nd 8 mm bolt can be inserted.

The lock nuts on the rod ends can now be tightened to establish the fixed length of the cross brace tube.

The carbon fiber cross brace tube is a structurally bonded assembly. This unit is designed to manage the dynamic loads experienced from the stresses of body deflection induced by the suspension. The cross bar is NOT designed to sustain the static deflection loads from "winching" and flexing the strut towers together in an effort to obtain more negative camber. The turnbuckle effect of the LH & RH threaded ends can generate prodigious static forces – much higher than the dynamic forces generated during normal use. This turnbuckle force is enough to delaminate the structural adhesive and render the cross tube ineffective. DO NOT winch the strut tops together and leave the carbon fiber cross brace tube statically pre-loaded as the working restraint for any deliberate chassis deflection.

If you compete in a racing class where the "winching pre-load" practice is common – please use the aluminum alloy cross brace tube from the Alloy CamberKing kit.

Ensure all fasteners are correctly tightened.

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