

Adjusting values for suspension alignment - 911 Carrera

Vehicle height



Note!

- ◆ The following values relate to the empty weight, i.e. full fuel tank, vehicle with spare wheel/collapsible wheel and tools, but without driver and without additional weights!
- ◆ X74 = 30 mm lower. This can be identified by 1 yellow mark on the shock absorber!

Vehicle height	Carrera 2/4 USA: Standard and Sport	Carrera 2/4 RoW: Standard	Carrera 2/4 RoW: Sport	Carrera 2/4 30 mm lower (X74)
Front-axle height with 17-inch wheels [mm]	157 ± 10	147 ± 10	137 ± 10	117 ± 10
with 18-inch wheels [mm]	158 ± 10	148 ± 10	138 ± 10	118 ± 10
From road contact surface to lower edge of hexagon-head bolt (a/f 18) of the tension-strut screw connection to the body.				
Rear-axle height with 17-inch wheels [mm]	157 ± 10	157 ± 10	147 ± 10	127 ± 10
with 18-inch wheels [mm]	163 ± 10	163 ± 10	153 ± 10	133 ± 10
From wheel contact surface to the locating bore in the rear-axle side section (between toe and camber eccentrics).				

Wheel alignment values



Warning!

Warning only applies to vehicles with PSM!

Danger of injury and damage to property due to malfunctions in the PSM control range if the steering angle sensor is not calibrated or is calibrated incorrectly!

- **Calibrate steering angle sensor with wheels in straight-ahead position with the Porsche System Tester 2!**
- **The steering angle sensor actual value must be checked after a suspension alignment where no changes were made to the wheel alignment values!**



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- ◆ X74 = 30 mm lower. This can be identified by 1 yellow mark on the shock absorber!
- ◆ A caster adjustment is normally not necessary and is therefore not present! If required in a customer service matter, a caster adjuster may be installed (Serv. No. 40 19 23 /Installing caster eccentrics).
- ◆ The toe-difference angle value is also influenced by the vehicle height! For this reason the measured result must be evaluated accordingly! No action is necessary in the case of small deviations from the toe-difference angle required value, as long as the value to the right and the left is almost the same!

Wheel alignment values	Carrera 2/4 USA: Standard and Sport	Carrera 2/4 RoW: Standard	Carrera 2/4 RoW: Sport	Carrera 2/4 30 mm lower (X74)
Front axle				
Toe unpressed (total)	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'
Toe difference angle at 20° lock	- 1° 20' ± 30'	- 1° 50' ± 30'	- 2° 20' ± 30'	Carrera 2 = - 2° 20' ± 30' Carrera 4 = - 1° 40' ± 30'
Camber (with wheels in straight-ahead position)	0° ± 15'	- 15' ± 15'	- 15' ± 15'	- 30' ± 15'
max. difference, left to right	20'	20'	20'	20'
Caster	8° ± 30'	8° ± 30'	8° ± 30'	8° ± 30'
max. difference, left to right	40'	40'	40'	40'
Rear axle				
Toe per wheel	+ 10' ± 5'	+ 10' ± 5'	+ 10' ± 5'	+ 10' ± 5'
max. difference, left to right	10'	10'	10'	10'
Camber	- 1° 10' ± 15'	- 1° 10' ± 15'	- 1° 10' ± 15'	- 1° 40' ± 10'
max. difference, left to right	20'	20'	20'	20'