



## Triangulated Strut Brace - Installation Instructions

Part Number: 2030900  
Fits: 911/912/930 '66-'89

### Parts list:

Qty	Description
1	Main brace assembly (longer)
1	Diagonal brace assembly (shorter)
1	10mm x 35mm socket cap screw
1	10mm x 45mm socket cap screw
1	14mm x 45mm cap screw
2	Flat washers
1	14mm nylock nut
2	10mm Belleville washer

### Introduction –

The triangulated strut brace is composed of a main brace assembly that ties the shock towers together and a diagonal brace assembly that ties the driver side shock tower to the trunk floor. Brace assemblies are secured to the shock towers using socket cap screws threaded into the camber plate. The diagonal brace assembly is secured to the trunk floor using a socket cap screw. The combination triangulates the shock towers to provide rigidity.

Each camber plate is secured using three socket cap screws. Be sure to loosen and remove only screws required for installation of the strut brace to avoid the need to perform an alignment.

Brace assemblies are each composed of an aluminum tube and rod-ends. Opposite ends of each aluminum tube have complementing right and left hand threads that receive the rod-ends. This allows length and tension adjustment by rotating the tube without removing the socket cap screws securing the rod-ends.

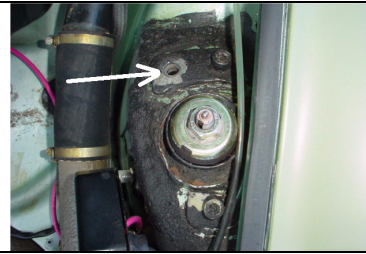
Note that each brace assembly has a knurled end that indicates left hand threads. Install both assemblies so that the knurled end is on the driver's side.

Note some rod-ends have a red mark. Orient all rod-ends so that the red mark faces up.

Note the diagonal brace limits opening of the smugglers box lid. To open the lid, remove the 10mm bolt securing the driver side of the brace assemblies. If you need regular access to the smugglers box removal of lid hinges or the entire lid is recommended.

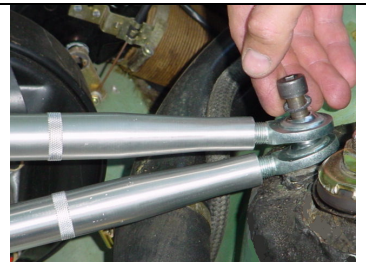


1 - Remove the center-most socket cap screw from the rear of each camber plate.



2 – Using the longer 10 mm socket cap screw and one Belleville washer provided, loosely assemble the driver side tower as shown. Orient red ends so the red mark is up.

The knurled end of the diagonal brace must be on the driver side. Assemble with the diagonal brace assembly beneath the main brace assembly.



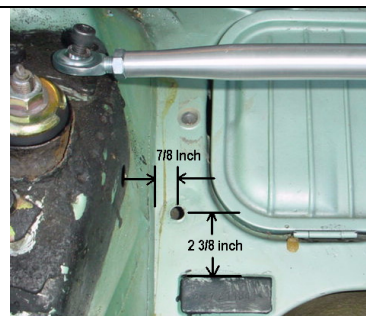
3 – Using the shorter 10 mm socket cap screw and one Belleville washer provided, loosely assemble the passenger side tower as shown. Orient the rod end with the red mark up. The knurled end of the braces must be on the driver's side.

It may be necessary to adjust the main brace assembly length to achieve alignment. Make adjustment by loosening the jam nuts and rotating the aluminum tube as needed.



4 – Inspect trunk floor to determine if an existing hole is in place to secure the diagonal brace. Cars built before 1978 should have the hole, it may be filled with a plastic plug that must be removed. The hole should be positioned as shown.

Drill a 14mm hole in the location shown if it is not present.



5 - Using the 14mm socket cap screw, 2 flat washers and nylock nut provided, loosely assemble the diagonal brace assembly to the floor as shown. The knurled end of the diagonal brace must be on the driver's side.

It may be necessary to adjust the diagonal brace assembly length to achieve alignment with the hole. Make adjustment by loosening the jam nuts and rotating the aluminum tube to thread the rod-ends in or out as needed.



The following technique can be used to position the nylock nut and washer. Using low-tack tape, loosely affix the nylock nut and washer to a long-handled open-end wrench as shown.

Hold the handle of the wrench to position the nylock nut and washer beneath the floor pan while

Inserting the 14mm socket cap screw into place. Once the socket cap screw is tightened the open end wrench is withdrawn, leaving washer and nut in place.



6 – Tighten shock tower socket cap screws to 34 ft/lbs using an 8mm hex key. Tighten the trunk floor socket cap screw to 60 ft/lbs.

7 – Adjust the main brace assembly to place the towers in slight tension. With the jam nuts loosened, rotate the main brace assembly tube to find its neutral point (neither in tension or compression). Rotate the tube 1/3 turn to create slight tension then snug down the jam nuts.

If you want to introduce some added negative camber you can tighten the tube a bit further, pulling the towers together.

8 – Rotate the diagonal brace assembly tube to its neutral position (neither in tension or compression). Snug down the jam nuts. Always re-adjust the diagonal after making changes to the main brace adjustment.



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