Thanks To Renlist and RS Barn

"Cam" reference tools are a complete waste of time, effort, and money.....because the intake cam can move! And I've yet to see a 968 in which someone has worked in the "cam area" that has the cam timing correct. 100% of the ones that I've checked are incorrect! 100%!

The problem is because the WSM has everyone setting the cam timing off of the intake lobe which has the "potential" to move around 16 degrees, because of the variable cam timing. They tension the chain with air pressure, which might work great when the tensioner is new, but simply doesn't work, once the tensioner has a bit of wear. If the tensioner "dips' when tuning the engine over, the cam timing will be off 6-8 degrees....**every single time**.

In the past, when I had to do these engines, I set-up a pressure pot and fed the tensioner a supply of oil at the proper pressure, to keep the tensioner "solid" and no allow it to "dip". This requires the attachment of a degree wheel and locating TDC, then the attachment of a couple of dial indicators. Chris Cervelli (genius) and I discussed this problem, at length, before he was about to work on his first 968 engine. I pointed out that the "procedure" in the WSM simply didn't work and told him what I had been doing.

Chris (again, being a genius) studied the problem and came up with the "ultimate" solution.

The "clue" is in post #13. No degree wheel, nothing special required. Install the cams with the proper number of links between the intake cam and the exhaust cam. Then proceed to set the cam timing off of the exhaust cam (which doesn't vary) and conveniently closes 1 degree away from TDC (at 1mm of lift.)

If the exhaust cam is set correctly, the intake cam must also be correct, as long as the chain is installed correctly. Completely eliminates "messing" around with the variable intake cam.

Stupid easy. Nothing required but a dial indicator on the exhaust cam that can measure 1mm of lift.

Done.