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Front Hypercoil Spring Kit

These directions describe how to use the stock 928 ride-height
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Questions? Call 920-485-0928
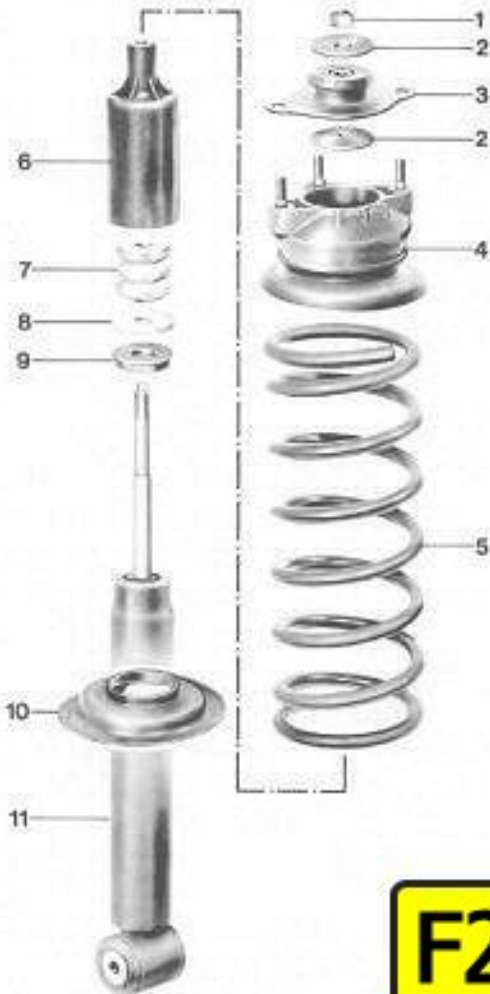or send an e-mail to info@928motorsports.com

Start by removing the front Koni shocks according to the common spring and shock removal directions, however, note that although the Porsche workshop manual says that you have to remove the upper a-arm in order to get the shock and coil out of the car, we have not found this to be true. If you drop the lower ball joint and the lower a-arm, you will find that the coil and shock assembly will press down through the upper a-arm for easy removal.

It will be necessary to use a spring compressor to remove the stock springs safely from the shock absorber. It will not be necessary to use a spring compressor to put the new springs back on..

Clamp the shock in a bench vise as in photo F1. It bears noting that you <u>never ever</u> clamp a shock absorber on the outside cylinder wall as the piston runs just inside that wall and any dent in that orange tower on the Koni would destroy the shock absorber. As you can see, you only clamp the shock absorber in a vise at the mounting base.

For your convenience, we have included this picture of the stock coil spring set up out of the 928 workshop manual. The parts shown as numbers #10 and #6 will not be going back on.

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*Note: For those of us that are installing late model front spring height adjusters on the Koni, you need to unscrew the threaded sleeve out of the adjuster and affix it to the Koni with JBWeld epoxy. The reason for this is so later, when you go to adjust the curb height of your 928 and you turn the spanner nut, the threaded sleeve does not turn also. Simply scuff up the inside of the Koni in that location with sandpaper to scratch the paint, making a good surface for the epoxy, and use JBWeld to mount the threaded sleeve to the Koni. See photo F3.

Install your threaded collar, upside down from the way shown in picture F2. Refer to our photo F4.

F3

F4

F5

Then take the 928 Motorsports adapter collar and slide it down over the Koni. This centers the coil spring so that it cannot shift from side to side. Photo F5.

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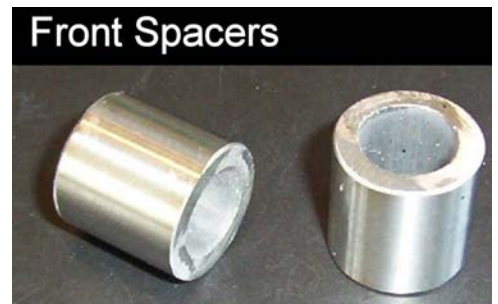
Install your shock snubber as in photo F6. *Be sure to install your snubber. This is an important piece and should not be left out. It actually becomes an active part of the suspension when your spring is stacked. It is an important safety piece, I wouldn't go without it.

Then take the front spring and slide it down on top of the adjuster nut which will serve as the spring perch and over the outside of the center adaptor that we just installed. See photo F7.

Referring to picture F2, (previous page) slide the stainless steel spacers on to the shocks now, in place of the old plastic dust boot part #6. .

Front Spacers

Now fit the 928 Motorsports top perch adapter on top of the spring as shown in Photo F8.

Then install the Porsche 928 upper spring perch with rubber collar, as in Photo F9. Then the centering assembly on the top, as in Photo F10. Add the large concave washer, lock washer and nut and tighten it, as in Photo F11.

F9

F10

F11

This shock and spring assembly is done and ready to re-install in your car.

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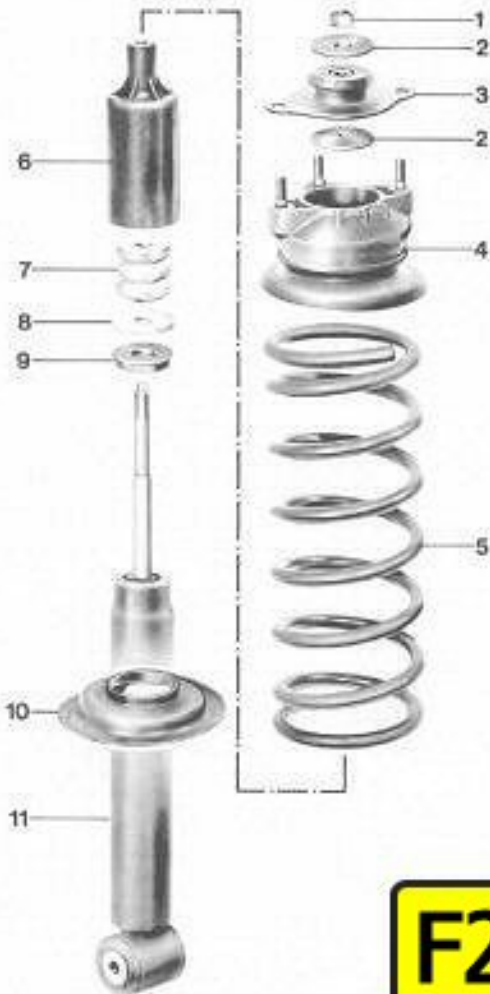or send an e-mail to info@928motorsports.com

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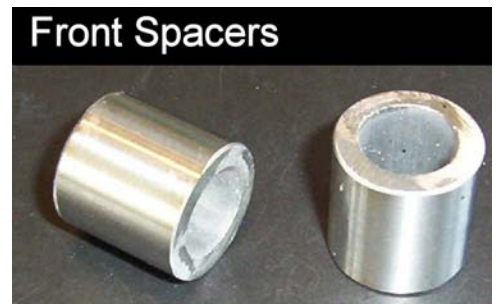
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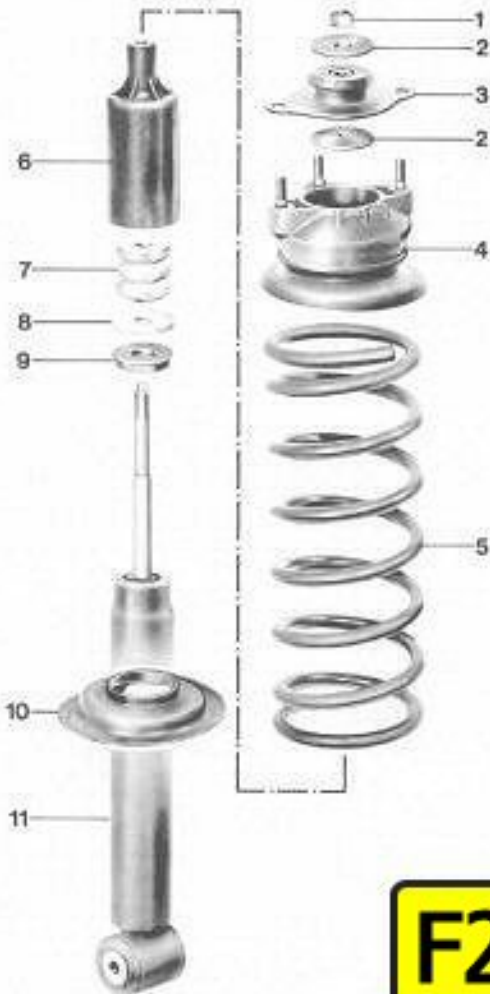or send an e-mail to info@928motorsports.com

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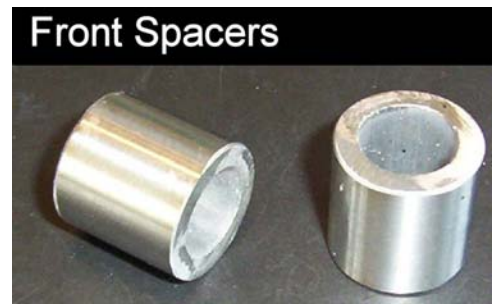
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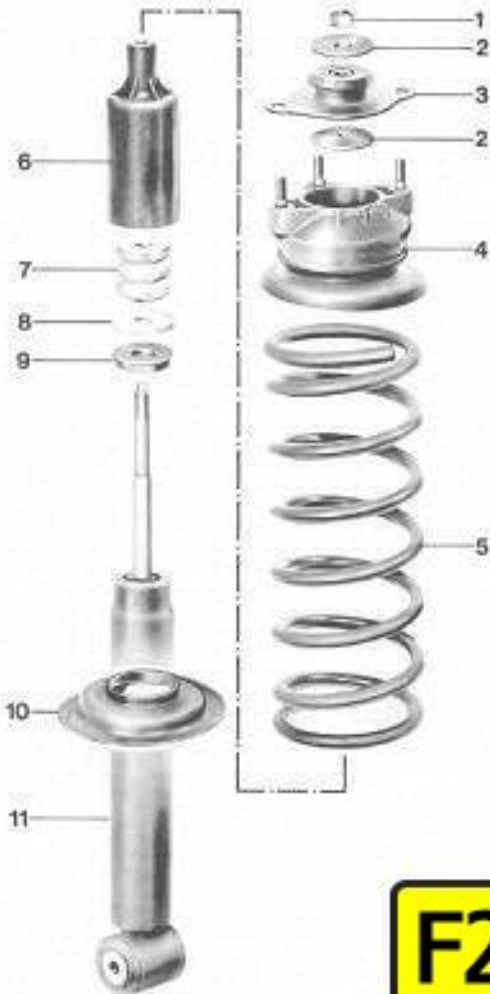or send an e-mail to info@928motorsports.com

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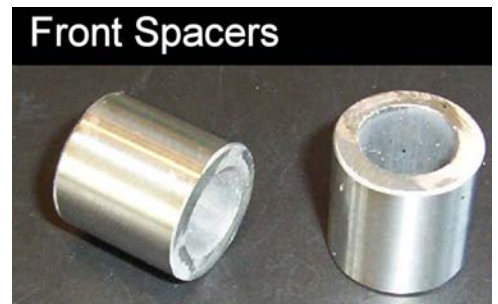Phone Toll Free: (877)FOR-928M   Email: info@928motorsports.com   Website: www.928motorsports.com

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