



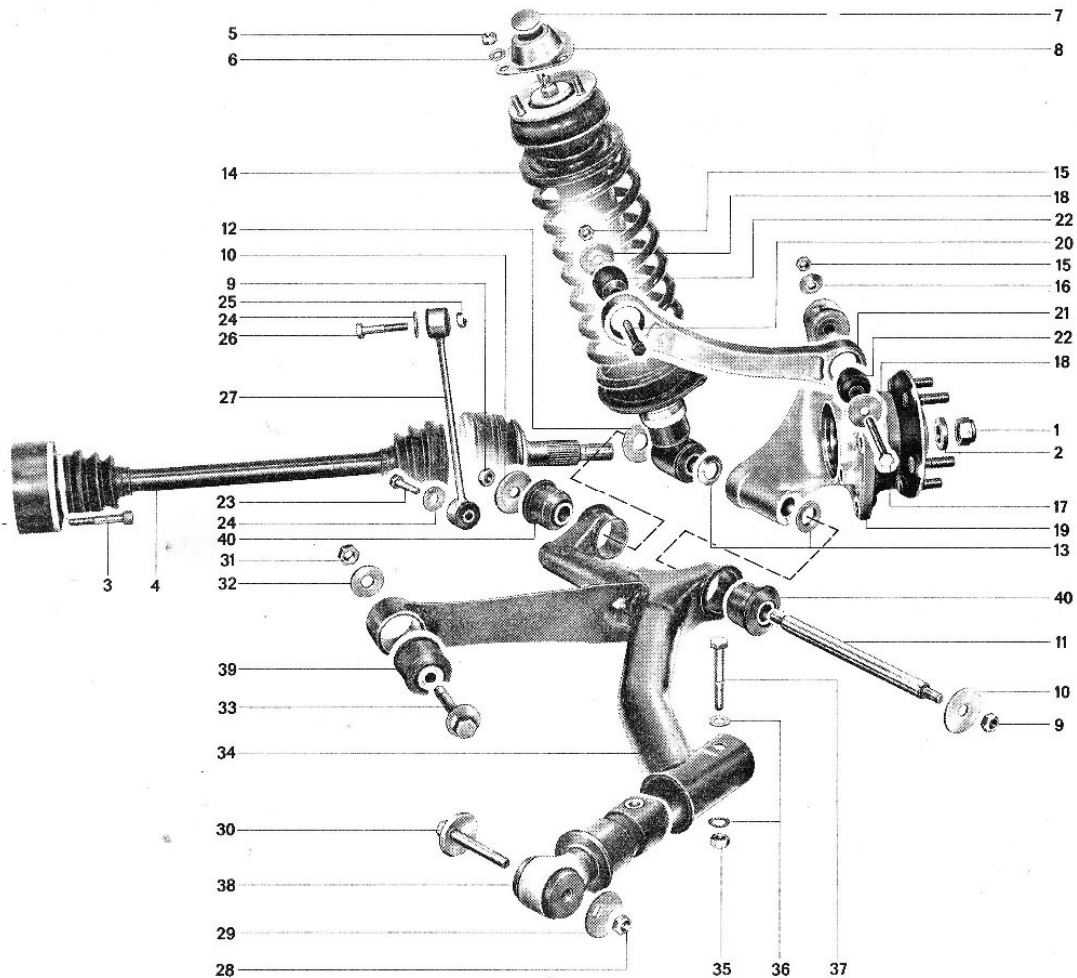
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# Installing Adjustable Rear Camber Links

**Overview:** We recommend that you read all of these instructions before proceeding.

The Rear Upper Control Links will be replaced with the suspension in the car. You will only need to take the rear tire and wheel off. **The rear alignment will need to be adjusted after this installation is complete.**

You will be replacing the stock, un-adjustable banana-shaped upper control link shown as item 21 in the diagram below with the new, adjustable control arms provided.





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**TOOLS** You will need a pair of 17mm wrenches, a long drift or punch, and a hammer.

### REMOVAL

We recommend you do only one side at a time. All the photographs in this sequence represent the right rear side of the 928.

After the car is jacked up and the wheel and tire removed, support the suspension with a jack-stand under the brake rotor as shown. This is to prevent the suspension from sagging after you remove the link.



Use a 17mm wrench to remove the nut from the inner link mount. The bolt head is captured in the cross-member, so the bolt will not turn. We will be re-using that bolt.

Both of these pictures show the same inner mounting nut.



**AS VIEWED FROM THE FENDER WELL**



**AS VIEWED FROM UNDER THE CAR**

Once the nut is removed, remove the large outer washer also.



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Now remove the outer link mounting nut.



Once the nut is removed, use a long drift or punch to drive the bolt out as shown here.

You can now work the link free and remove it from the car. You may have to rotate the spring to get the link out between the coils.

Note that it will slide off the inner mounting bolt, but the inner bolt will remain in place.



The large washers (#18 in the schematic, Page 1) will not be going back on.

One of the conical spacers (#16 in the schematic, Page 1) will be going back on.



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## INSTALLATION

The link should be mounted so the large adjustment section is outward for your ease when making changes, and the link should be installed with the bend pointed down.

Install the parts provided on to the inner bolt in the order shown.



Snug up, but do not put the final torque on the nut at this time.





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Install the parts provided on to the outer mounting flange in the order shown.



You will re-use one of your conical washers at this time.



Snug up, but do not put the final torque on the nut at this time.



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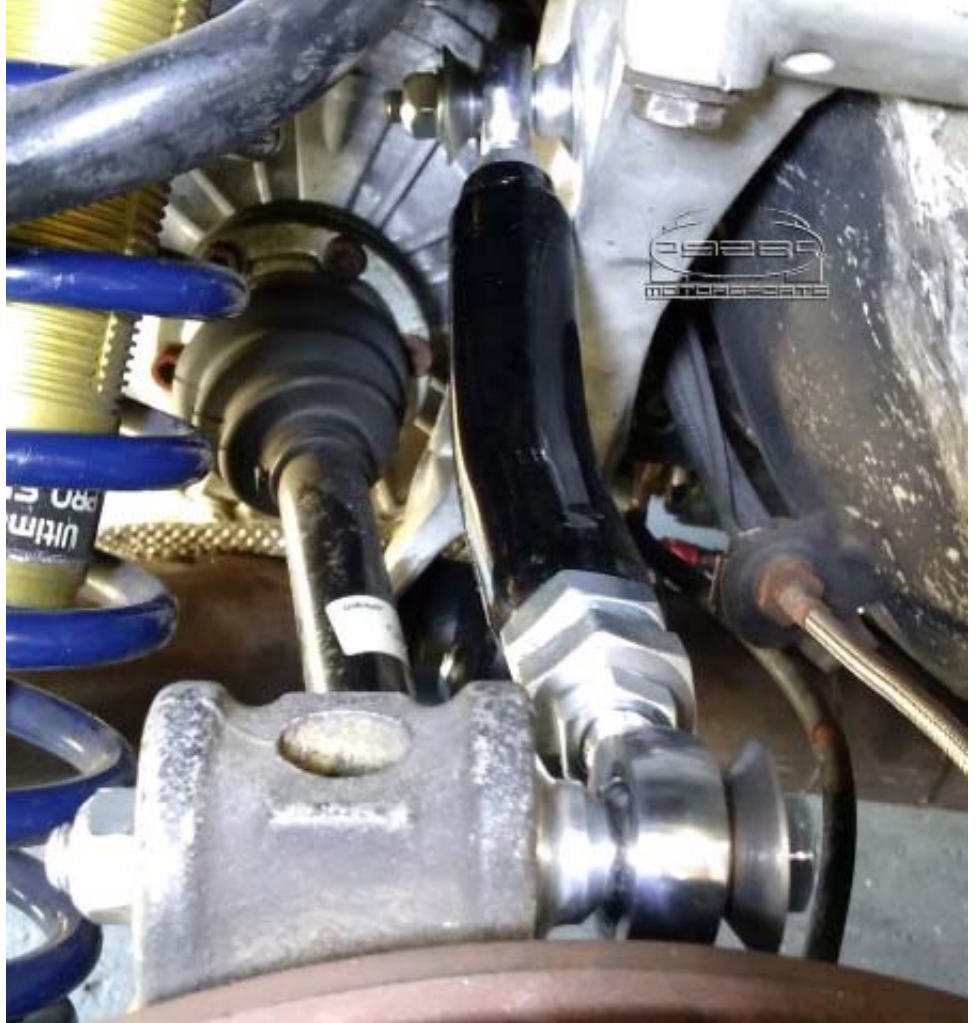
At this point, the adjustable upper link should be completely installed, and look like this picture. The nuts are snug, but have not yet received their final tightening.

Set your rear camber now.

You will want to maintain a similar amount of thread engagement on both ends of the link, and this is why we have only loosely tightened the locknuts. If needed, you can easily remove one end and spin the heim joints as needed to make the exposed number of threads more similar on each end.

When you are pleased with your camber setting, tighten all the jam nuts on both ends of the link.

Finally, tighten the 17mm locknuts on each mount to 46 Nm or 33 ft. lbs.



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