



The following photos and instructions are to install the
928 Motorsports, LLC.

Complete Hypercoil Performance Spring Kit
With optional Ride Height Adjustment Sleeves



Questions? Call our toll free number 877-FOR-928M
or send an e-mail to info@928motorsports.com

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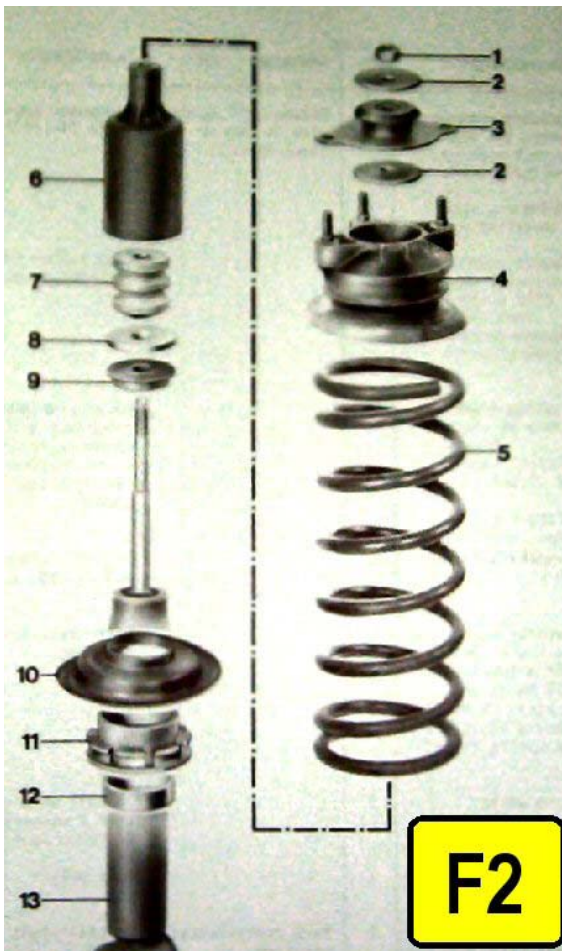
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Start by removing the front Koni shocks according to the common spring and shock removal directions, however, note that although the Porsche workshop manual says that you have to remove the upper a-arm in order to get the shock and coil out of the 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 is not necessary to use a spring compressor to assemble this. It IS necessary to use a spring compressor to disassemble the assembly, however.



Clamp the shock in a bench vise as in photo F1. It bears noting that you never ever 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. See picture F2. **The parts shown as numbers #12, 11, 10, and #6 will not be going back on.**

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Your shock absorbers will come with the Ride Height Adjustment sleeve already installed on them from 928 Motorsports.

Thread the spanner nut/spring mount on to the Ride Height Adjustment Sleeve, and set the spring on top as shown in this picture: There is an allen-headed screw in the spring perch that you may need to loosen to thread the spring perch/spanner nut on.



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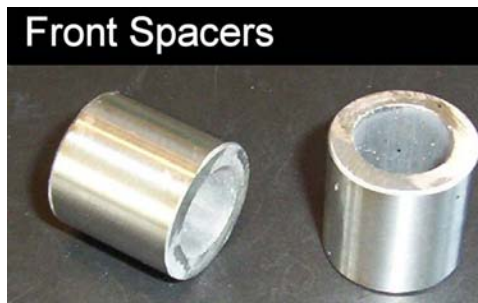
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Re-assemble your shock tower as you would normally.

Do not omit the shock snubber—this is an important piece and should not be left out. Replacement new Polyurethane shock snubbers are available at 928 Motorsports if you need them.

Referring to picture F2, (previous page) slide the stainless steel spacers we have included in the kit where part #6 used to be.



Now fit the 928 Motorsports top perch adapter on top of the spring as shown in Photo F8 (front) or in R6 (rear).



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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.



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

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