



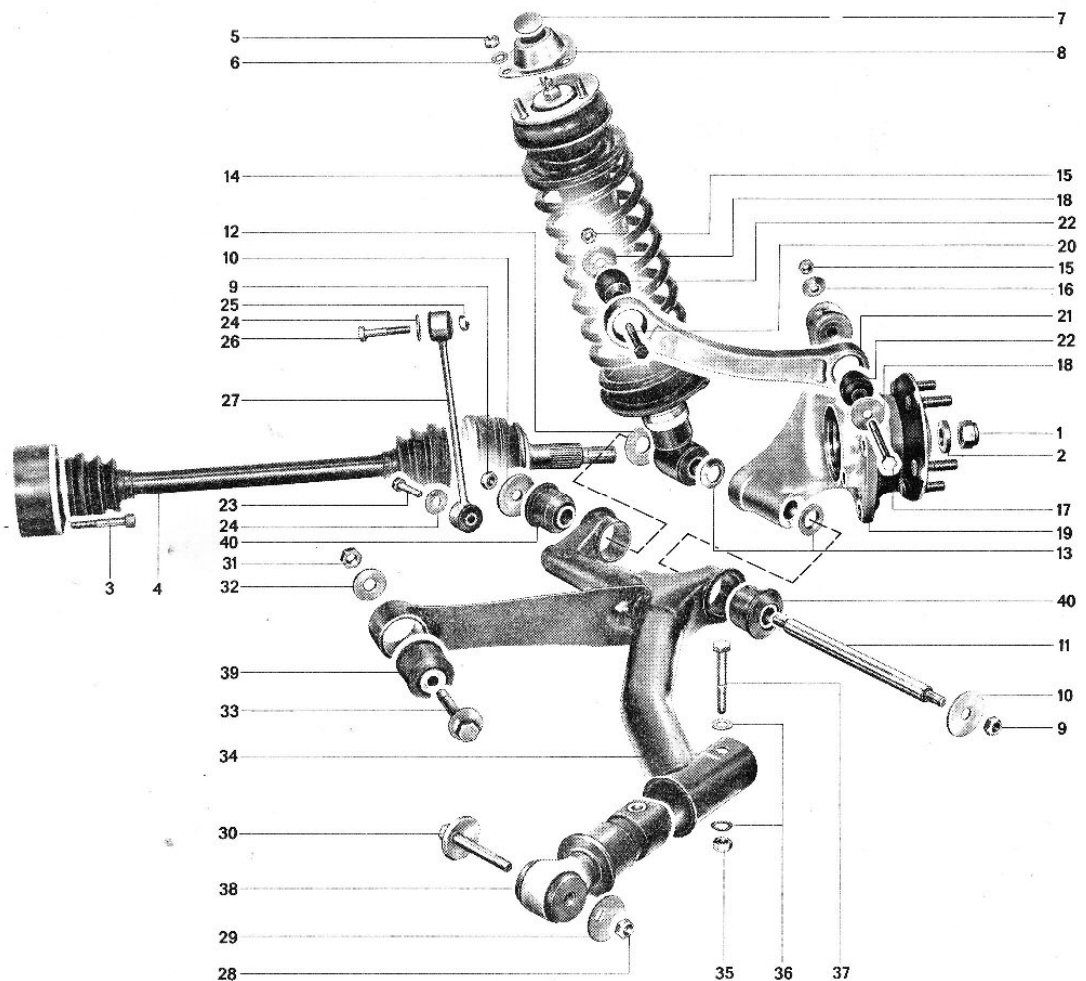
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Installing the Rear Upper Links aka: “Banana” Links

Overview: This project is one of the easier polyurethane bushing replacements to do. And because the rear link comes with the bushings installed in it already, it goes pretty fast. Once the 928 is up in the air, figure about 30-45 minutes a side to install these. Please read all of these instructions before beginning.

Accessing the Bushing: the Upper Links are replaced with the suspension in the car. You will only need to take the rear tire and wheel off. The rear alignment should be checked after this installation is complete. This is because you will be replacing old, flattened rubber bushings with new polyurethane ones, and the camber may need to be adjusted.

Your goal is to replace part numbers 21 and 22 in this diagram





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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, which we left in place.

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

The conical spacer (#16 in the schematic, Page 1) will be going back on.

Note that the link has a flat side and a curved side.
They must be installed with the flat side facing forward.





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INSTALLATION

Slide one of the HD (Heavy-Duty) washers on to the bolt we left behind in the cross-member, as shown.

Install the new link—flat side facing forward—and slide it over the inner mounting bolt.

Now slide another round HD washer on the outside of the bushing as well, and start threading a new locknut from your kit.

Do not tighten the nut at this time. We will return to this nut in a few minutes.

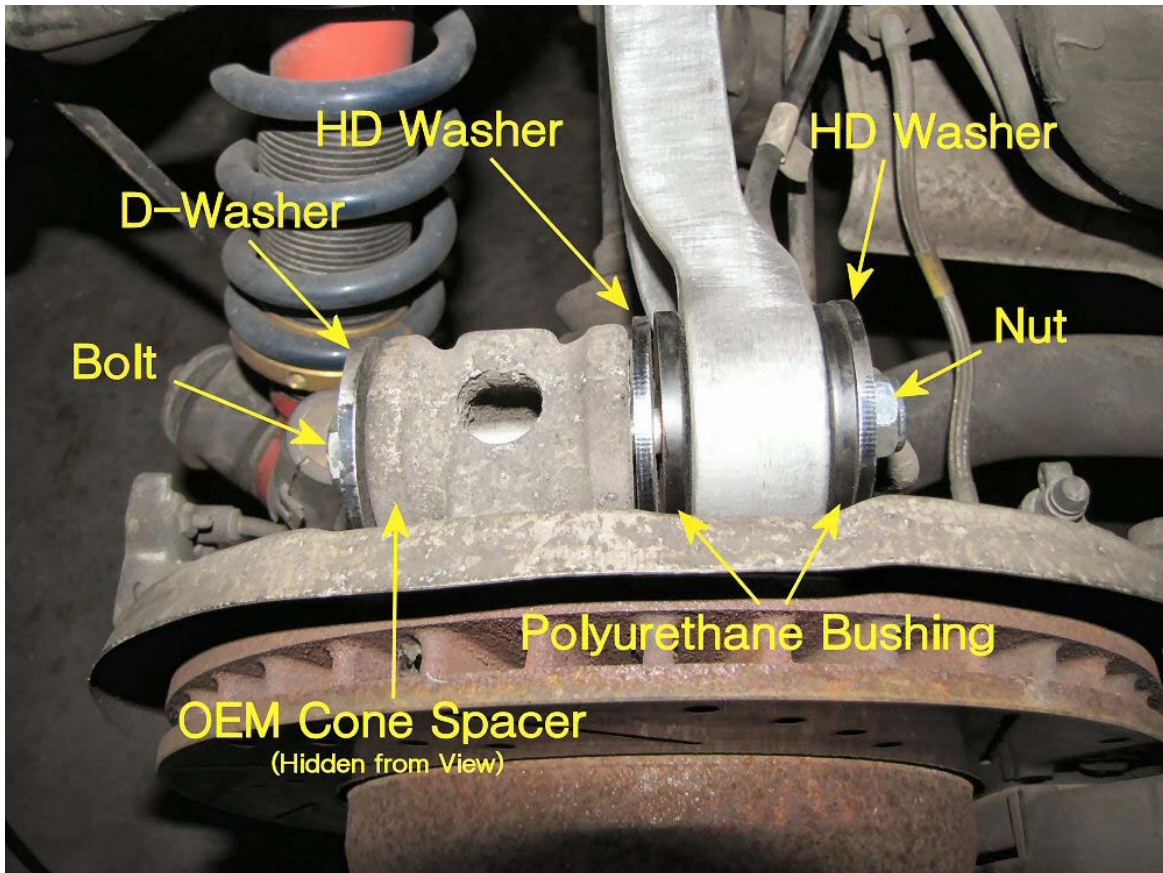




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Follow the diagram below to assemble the outer end of the link. Use the new bolt from your kit.

NOTE the conical spacer we removed earlier is re-used and where it goes.



NOTE the location and position of the special "D" shaped HD washers.

When finished with this side, tighten all nuts (both inner and outer) to 46 Nm or 33 ft lbs. Then proceed to do the other side the same way.

The HD washer on the inside link (Page 4) will be drawn into a cone shape as you tighten the nut. This is normal and what we want to see.

We recommend you re-check the nuts for tightness after 50 miles of driving, as the polyurethane bushings will have found their home, and the nuts may then be a little loose.