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Installing the Polyurethane Weissach Bushings

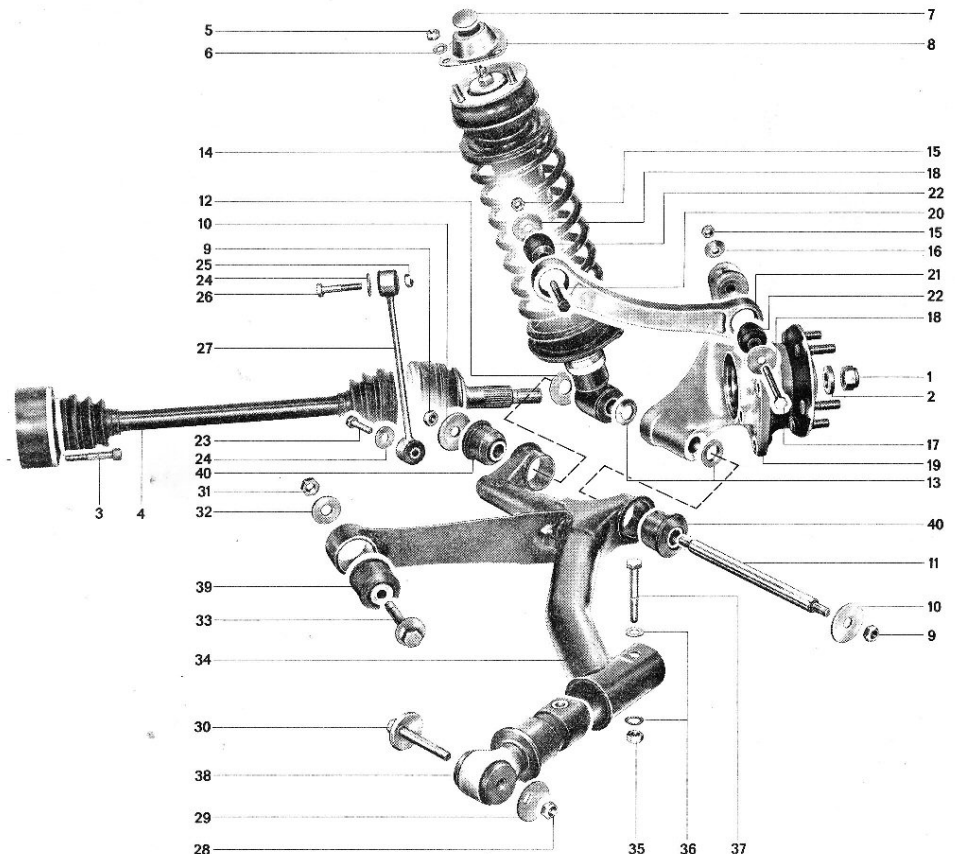
Overview: This project is 3/4ths removal of the old bushings, and 1/4th installation of the new ones. Removal of the old, bad bushings will take the most time. Installation of the new bushings is fast and easy. [Please read all of these instructions before beginning.](#)

Begin: Your goal is to replace part number 39 shown below.

Accessing the Bushing: the Weissach bushings can be replaced with the suspension in the car. It is difficult, but it can be done. However, you may find it easier to work on with the rear suspension out of the car. Your choice.

To install them with the rear suspension in the car, you will have to support the transaxle, and then remove the fasteners from the rubber transaxle-to-cross-member mounts. Mark the head of eccentric bolt number 33 below so you can put it back in the exact same way when we are done, and then remove the bolt. Now remove the 4 bolts that hold the rear cross-member up to the vehicle under-body, allowing the rear cross-member to droop and tip down at the front enough that you can get this bushing (item 39) out of the frame to work on it.

Alignment: The rear alignment should be checked after this installation is complete, because you will be loosening both toe and camber eccentrics.





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Here is a picture of the old bushing that you will be removing:

Note that it has rounded shoulders, which makes pressing it out much easier than those that have hard metal flanges.

We recommend you use a gear puller to press out the aluminum center sleeve from the rubber bushing, and then remove the rubber that remains.

If you removed the rear suspension from the car, then a shop press will make easy work of removing this bushing.



ASSEMBLY

Put all pieces of the polyurethane bushing kit in the freezer before beginning assembly. Leave them there several hours.

The polyurethane part we provided has .005 to .007" interference with the outer metal ring that it fits in to. It will not just "slide in". This is intentional, as the polyurethane must have a certain amount of "crush" in the rest position to work correctly as a bushing.

Install both halves of the bushing into the outer metal ring first. You may coat the polyurethane with a film of grease to make it easier to press them in.

Then press the metal center sleeve into place. Note that one end has a chamfer to make insertion easier.

Now you are ready to push the assembly back up into the body mount, and slide bolt #33 back into place. Line up the mark you placed on the head of it as it was before, then tighten the nut.

You can now put up the rest of the cross-member, and re-install the bolts in the transaxle mounts.

