



Can you remove the Porsche 928 Rear Swaybar  
Without moving the Transaxle first?

**YES**

Here's How:

- 1) Jack up the front of the car and secure it on jack stands.
- 2) Remove the rear tires and wheels.
- 3) Make sure the hand brake is in the OFF position.
- 4) Put a suitable jack under the rear crossmember as shown in Picture 1. It will have to lower the crossmember, and lift it back up into place later.

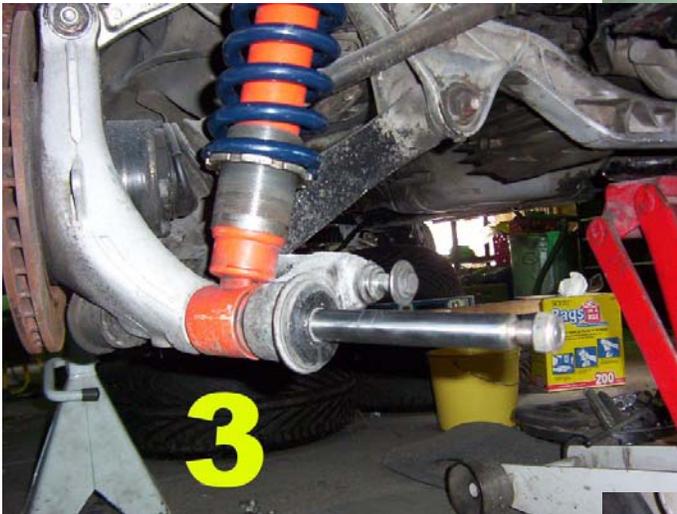


**QUESTIONS?** Phone (920) 485-0928 Email: [info@928motorsports.com](mailto:info@928motorsports.com) Website: [928motorsports.com](http://928motorsports.com)



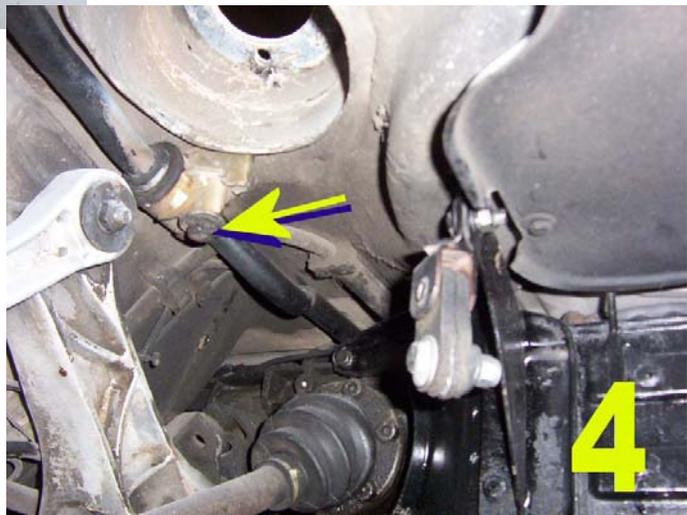
5) Detach the sway bar links at top and bottom and remove them.

6) Remove the 17mm nuts at the top of the shock towers in the rear hatch. See Picture 2



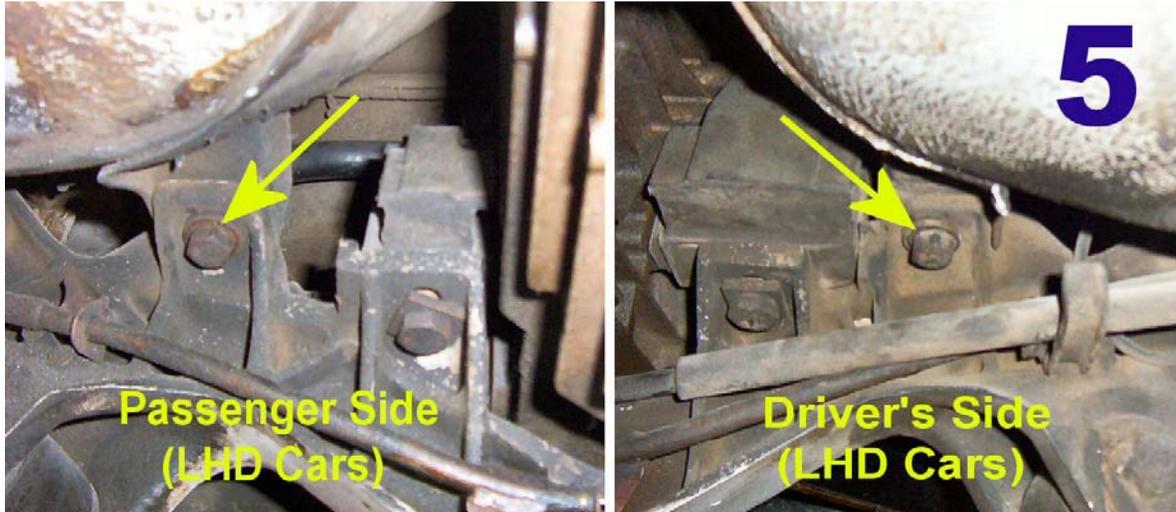
7) Remove the lower link pin by loosening the nut on the front, and sliding it out the rear as shown. Picture 3.

8) Loosen, but do not remove, the two sway bar mounting bolts. See Picture 4.

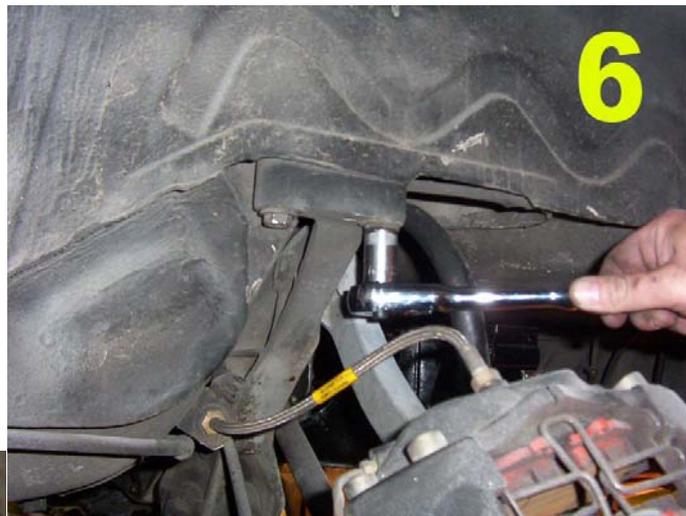




9) Remove the two 17mm bolts (one each side of the transaxle) that secure the rear cross member to the body of the car.



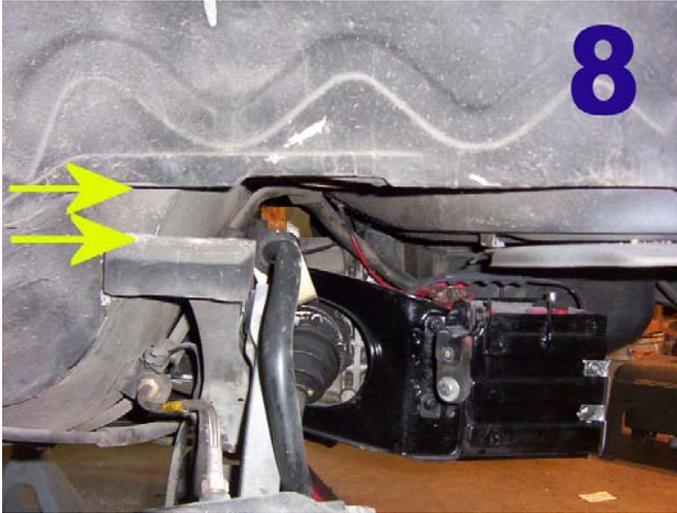
10) Remove four 17mm bolts (two on each side) that hold the rear cross member to the body as shown in Picture 6. These are easily found by looking in the rear wheel wells. Picture 6.



11) Check the wiring to your speedometer (on early models) and make sure you have enough slack to lower the transaxle without harming the wiring. If not, just remove the speedometer pickup for the moment. Pic 7



12) Now remove the sway bar mounting bolts completely that you loosened earlier.



13) Lower the jack that you placed under the crossmember about 3 inches as shown in Picture 8.

14) You should be able to slide the rear swaybar out through the rear fender well now as shown in Picture 9. We found it a little easier to take out the left side of the car.



Reverse the procedure to re-install.

We recommend that after you put the cross-member back up, start the bolts you took out in Pictures 5 and 6 *but do not tighten them* until you have all of the fasteners started. Then you may tighten them. Torque specs are in the WSM.