



The following photos and instructions are to install the
928 Motorsports, LLC
Rear Hypercoil Performance Racing Spring Kit

For the 1978-1995 Porsche 928



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

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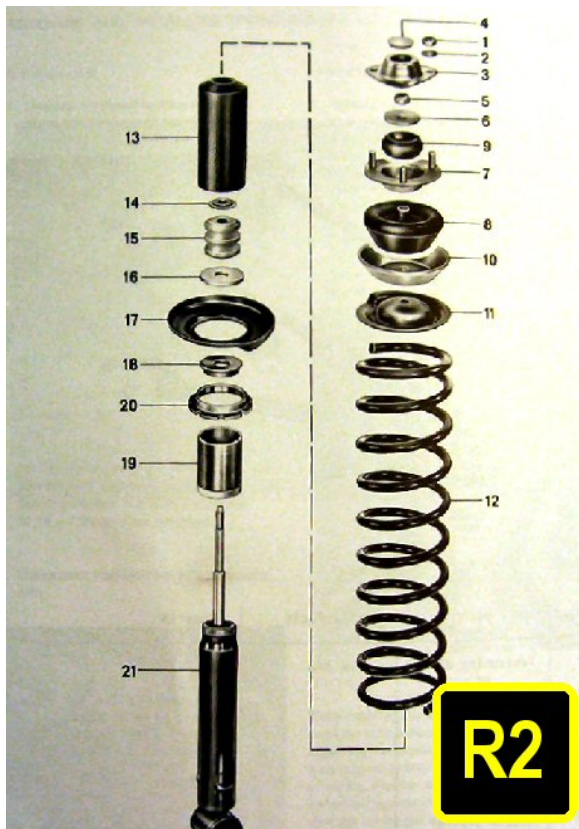
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These instructions will adapt your Porsche 928 Rear Spring Mounts to fit United States standard 2 1/2" coil over springs.

Step 1 is to follow the standard instructions for removal of the rear spring and shock assembly from your 928. Completely disassemble the unit. It is necessary to use a spring compressor to disassemble the assembly, however.

Clamp the shock in a bench vise as in photo R1. 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 R2. The parts shown as numbers #17 and #13 will not be going back on.



Inspect the 12" long racing spring that came with your kit and find the end that has been machined out slightly so that it fits over the spanner nut. See Photo R3. Slide the spring over the Koni and curb height adjuster as shown. The spring will slide directly over the spanner nut and requires no lower spring perch at all and yet still allows for adjustment of the curb height on every coil tower. See Photo R4.



Install your shock snubber as in photo R5. *Be sure to install your snubber. This is an important piece and should not be left out. It actually becomes an active part of the suspension when your spring is stacked. It is an important safety piece, I wouldn't go without it.



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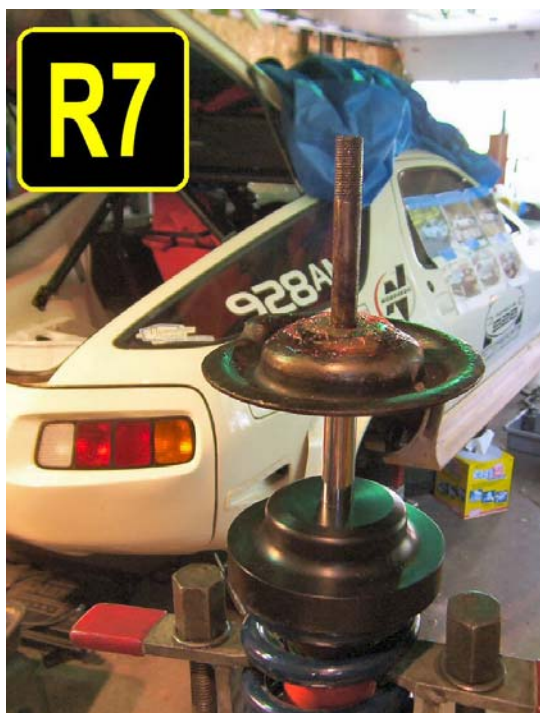
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Now that you have the spring snubber on and the spring, the next step is to compress the spring with your favorite coil spring compressor as shown in the next picture. Wear safety goggles while doing this. See Photo R6.



Now fit the 928 Motorsports top perch adapter on top of the spring as shown in Photo R6. Place the upper spring perch on the shock as in R7, and apply a small drop of grease in the center.



Place the top cup on that as shown in Photo R8.

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Then install the Porsche 928 upper spring rubber collar, as in Photo R9. Then add the large concave washer, lock washer and nut and tightened it, as in Photos R10 and R11.



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

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Instructions to prepare another spring for use.

These instructions will prepare another set of springs for use with the 928 Motorsports Porsche Spring Perch Adapters.

Depending on the manufacturer of your springs and their strength, the wire gauge used to wire your springs may vary. If the manufacturer uses a heavy wire, you may find that they lower curve adjustment spanner nut, which is our lower spring perch now, will not slide inside the spring. Refer to picture P1 and you will see on the left an un-touched spring and on the right a spring that has had just the paint and a little bit of the spring steel removed from the inner most edge.



Picture P2 is to remind you to that your finished grind should be with a fine stone so as to leave no cuts or stress risers at the bottom of the spring.

Picture P3 shows the ride/height adjustment nut comfortably seated inside the coil spring and ready for installation.

