



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

Sway Bar Drop Link 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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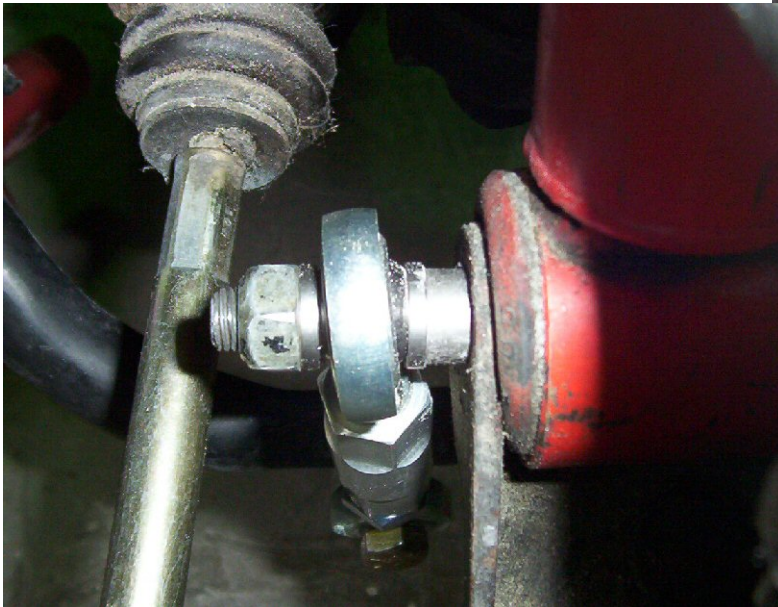
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Front Drop Link Kit Instructions:

The proper order for the parts at the top of the front drop link: the top drop link hangs on the long bolt that passes through the bottom of the front shock absorber. The first thing on that bolt will be a 10mm stainless steel spacer, the next thing on that bolt is the .125" thick stainless steel spacer, then it goes through the heim joint of the drop link. Then on the other side of the heim joint is another matching .125" thick stainless steel spacer and finally the nut that you removed to remove the stock drop link.



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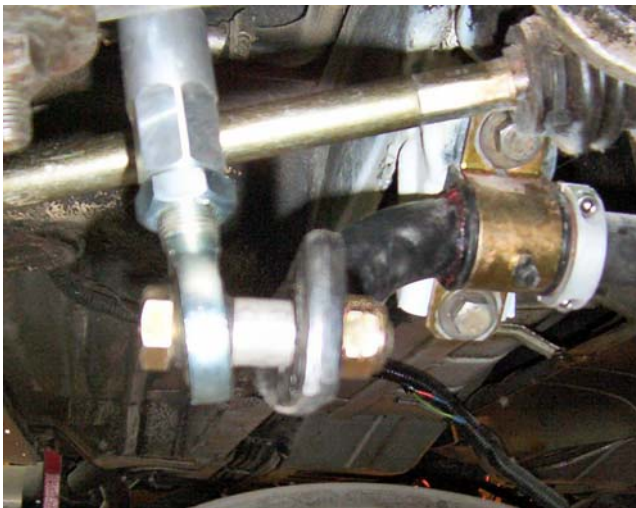
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Bottom of the Front drop link:

Working from the outside of the car to the inside. The first thing through the bottom heim joint is the (12mm x 60MM long) bolt. You will notice that there is a shoulder cast into that bolt, so there is no need for a separate washer. First thing on the other side of the heim joint is the 15mm stainless steel spacer (provided in your kit), then it passes through the sway bar. * Then the grade 8 self locking nut goes on the end of that.

*The hardware we provide has larger bolts than stock to match the holes drilled into our 928M sway bars. If you are installing our drop links on stock sway bars you will need to drill your sway bar holes larger.



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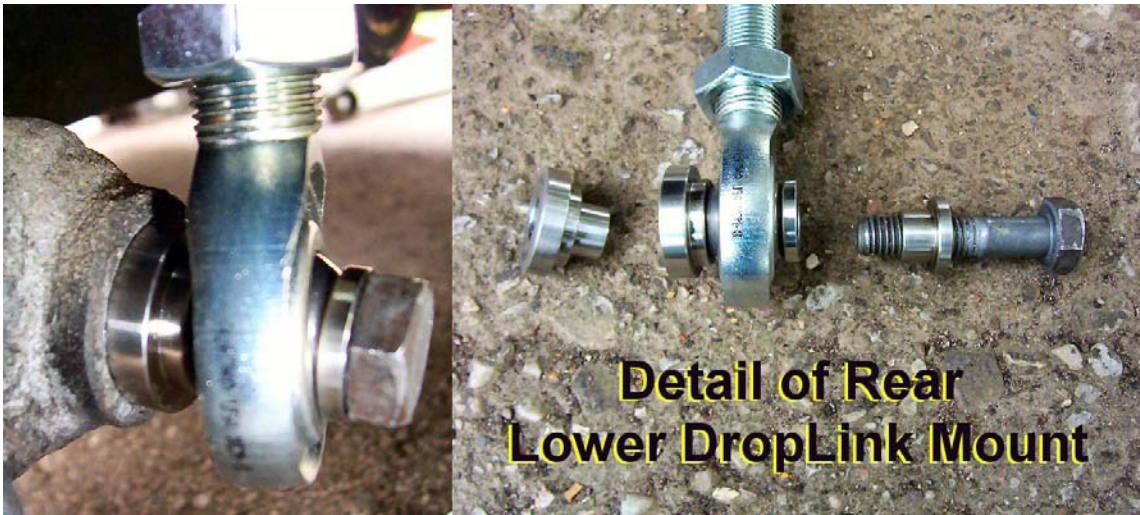
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Rear sway bar drop link:

The Top of the Rear drop link attaches to the sway bar. The bottom of the drop link attaches to the lower trailing control arm on the Porsche 928.

Top of the drop link: m12x1.5mm long bolt. It passes through the sway bar * the .125" stainless steel spacer, through the top of the heim joint, through another .125" spacer and into the m12.1.5 lock nut. *



*The hardware we provide has larger bolts than stock to match the holes drilled into our 928M sway bars. If you are installing our drop links on stock sway bars you will need to drill your sway bar holes larger.

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Bottom of the Rear sway bar drop link:

The 17mm bolt that comes out of the lower trailing arm is re-used in this application. Remove it, and remove the washer that is on the end. Then slide the bolt through the small stainless steel step washer, then through the heim joint, and then the large step washer. Look at the pictures for orientation.



Initial Adjustment:

These drop links are a true turn-buckle style; left thread on one end, right thread on the other end. It is not necessary to remove the drop link from either the sway bar or the shock absorber mount in order to adjust its length. You only loosen the jam nut, you put a wrench on the barrel, (the center section of the drop link) and give it a turn. For most applications, you want to adjust your drop links for neutral steering. To do this: Install one drop link completely, and the other side of the car, bolt up only the top of the drop link. Put the car down so the weight is supported on its tires. Bounce the car several times to settle the suspension. Adjust the loose drop link longer or shorter by turning the barrel with a 7/8" wrench until the lower mounting bolt just passes through it and threads up without pushing up or down on the sway bar. This will be a Neutral setup.

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