



## 928 Motorsports Suspension

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# PRO Competition Shock Installation for the Porsche 928





## **PRO Competition Shock Installation**

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### **Toll-Free Tech Hot Line:**

### **877-FOR-928M**

**877-367-9286**

Please do not copy this manual and give copies to your friends. Our ability to bring you this kit at this price relies on our customers coming to us for our knowledge and experience.

Much of this information is hard fought and the product of multiple trials and errors. Please do not give any section of this manual to your friends, but rather, encourage them to contact 928 Motorsports, LLC for their own kit.

[We recommend that you sit down with this installation guide and read it from end to end before beginning.](#) Then you will have a better idea of what tools you will need and what other service or parts you may want to replace at the same time.

Call us for Tech Support early and often as needed. If, after reading these instructions you feel you are over your head, consider having it installed by a professional mechanic or having us install it for you.



## PRO Competition Shock Installation

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### Front Suspension

Remove the complete shock and spring assembly from your 928.

Perform any other maintenance or painting that you want to before we begin.

When we begin, only the upper and lower swing arms are in place and the spindle is mounted.

In these pictures, the fender, caliper and the rotor have been removed to make the pictures more clear for you. It is not necessary for you to remove these items to install the PRO suspension shock kit.



### Assemble your front coil-over shock system

You can identify your front shocks from your rear shocks because the front shocks are longer. Assemble the front shocks with the upper and lower spring perches like this:







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### Details of the upper spring perch

These pictures show details of the upper spring perch. The perch is slotted to make rapid spring changes possible.

Note the steel washer that fits between the nut and the top of the cone in these pictures, and assemble yours the same way.





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### Install top shock mount:

Locate these parts from your kit:



...and the three mounting bolts with nuts as shown.

Install the top shock mount into the fender of the 928 now.







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### Prepare lower shock mount:

This suspension kit uses a heavy-duty lower mounting bolt that is larger than the stock 928 shock mounting bolt. Select a drill bit that is the right size for the new, larger lower mounting bolt, and drill through the steel 928 mounting bracket to prepare for installation.

In these pictures, we have also installed one of our big front swaybars with adjustable drop-link kits, and we are drilling through the aluminum bracket for that at the same time.





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### Installation:

Install the front suspension as shown on these two pages.

Note the bushing that goes into the top bracket. When installed correctly, the shock is centered in the upper mounting bracket.







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Note the position and location of the spacers in the bottom mount and position yours the same way. When installed correctly, the shock will be centered in the steel lower mount.







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In these pictures, the stock aluminum deflector for front brake cooling has been added.



Complete front installation.



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### Rear Suspension

Remove the complete shock and spring assembly from the rear of your 928. Take note of how the lower link pin is assembled, particularly where it goes through the bottom of the rear shock absorber. Note the location of the conical washers on each side of the wheel carrier, and the flat washer on one side of the shock absorber.

When we begin, only the upper and lower swing arms should be in place and the spindle is mounted. The rear sway bar can be in place also.

In some of these pictures, the brake caliper and rotor have been removed to make the pictures more clear for you. It is not necessary for you to remove these items to install the PRO suspension shock kit. We also took some pictures through the hatch with our fuel cell removed so you could get a better image of what is going on.

### Assemble your front coil-over shock system

Assemble the rear shocks with the upper and lower spring perches just like you did the front.





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### Install top shock mount:

Locate the rear upper shock mounts from your kit, and the nuts for those welded-in fasteners.



Place the upper shock mount into position and secure it in place with the nuts on top.

This is a view looking up from the bottom. :





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### Install lower shock mount:

Our lower shock mount takes the place of your OEM lower shock absorber, and mounts the same way. The stock conical washers go on either side of the wheel carrier, and the large flat washer goes on the outer side as you can see in these pictures.



Because of minor irregularities in the Porsche stamping, it may be necessary to clean up or remove a little paint here in order to get the lower shock mount all the way in.



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### Installation

Now you may install the rear coil-over shock assembly, much like you did the front.



Note the position and location of the spacers in the bottom mount and position yours the same way. When installed correctly, the shock will be centered in the steel lower mount.





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Tighten the nuts on each end of the lower link to 103 ft/lbs.



This car has the optional adjustable rear sway bar mount and tie down hook installed.

It is convenient to install that at the same time now.







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### Adjusting your PRO shocks.

The PRO shocks can be easily adjusted on the car as follows:

We have adjusted your shocks to a good starting position for a 3000 lb 928 with 850 lb front springs and 450 lb rear springs.

Remember the shocks work in concert with the springs—so if you change your spring rates, be sure to consider changing your shock settings.



Adjustable shocks can be quite helpful if the surface you race upon should change a great deal (smooth/bumpy) from one weekend to the next, and to match spring and swaybar rates.