



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

Steel Upper A-Arms



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

Installation should be performed by a qualified automotive service professional.



We recommend that you do only one side of the car at a time. Leave the other side as-is until the first side is replaced so you can refer to it if you do not remember how the parts go back together.

The vehicle should be securely supported and the front two tires removed.

Remove the nut that holds the upper ball joint to the front wheel spindle. Separate the ball joint from the spindle with a pickle-fork or similar.



Remove the two nuts on the inner fender that secure the a-arm to the frame. They are just outboard of the exhaust manifolds.



You may be able to reach these nuts easier from the top than the bottom, but you can do either.

Remove the bolt that goes through the bottom of the shock absorber, and the 3 bolts that secure the shock tower to the fender at the top. Remove the shock, spring, and upper a –arm all as one piece.



Take the old upper a-arm to the workbench. We need to transfer the mounting studs from the old mounting crossbar to the new mounting crossbar.

The Upper A-Arms are positional. Select the steel replacement a-arm that matches the one you have at your workbench. Lay them over the top of one another to confirm you have the right one. The zirk (grease) fittings on the new a-arm should point up.



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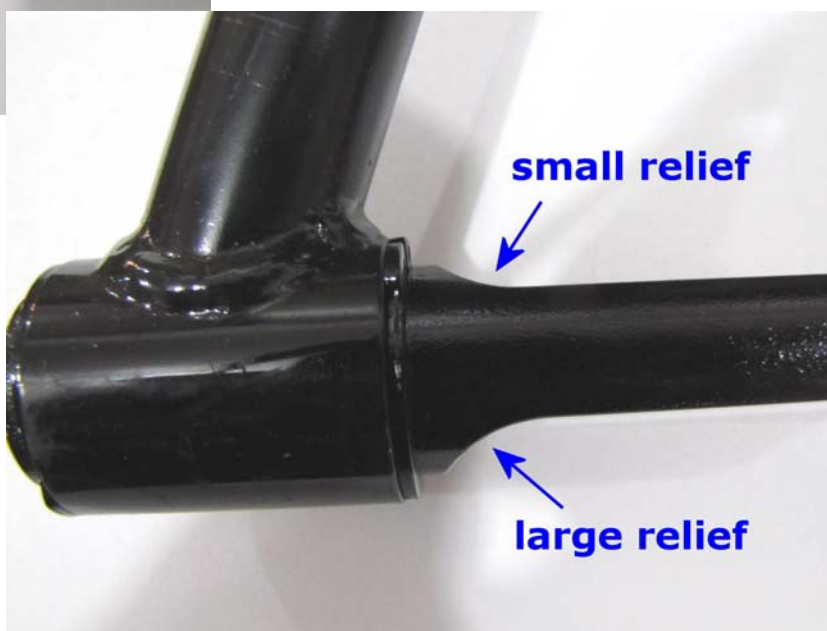
Clamp the old a-arm in a vise. Spin one of the nuts back onto the stud so you can hit the stud with a hammer and not damage the threads. Pound the stud backwards out of the mounting crossbar.

If you have a press, that also works well.



NOTE: the mounting cross-bar is not symmetrical. You must insert the mounting studs into the cross-bar from the side with the small relief out to the side with the large relief.

Failure to do so will mean too much Camber, and you will not be able to get the car into alignment.



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If you have a press, that is the best way to insert the studs into the new cross-bar.

If you do not have a press, use a hammer to get the new studs started, and then draw them into place with a stack of washers and the nut. Be sure to use lubricant on the threads while doing this.



Ready to install.

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Put the new a-arm into the vehicle, and start the nuts on the inside of the engine compartment to hold it in place.

Slide the shock tower into place and start the nuts at the top that will hold it into the top of the fender. Install the bolt into the bottom of the shock and hang the drop link from it as before. Refer to the other side of the car if you do not remember what it should look like.



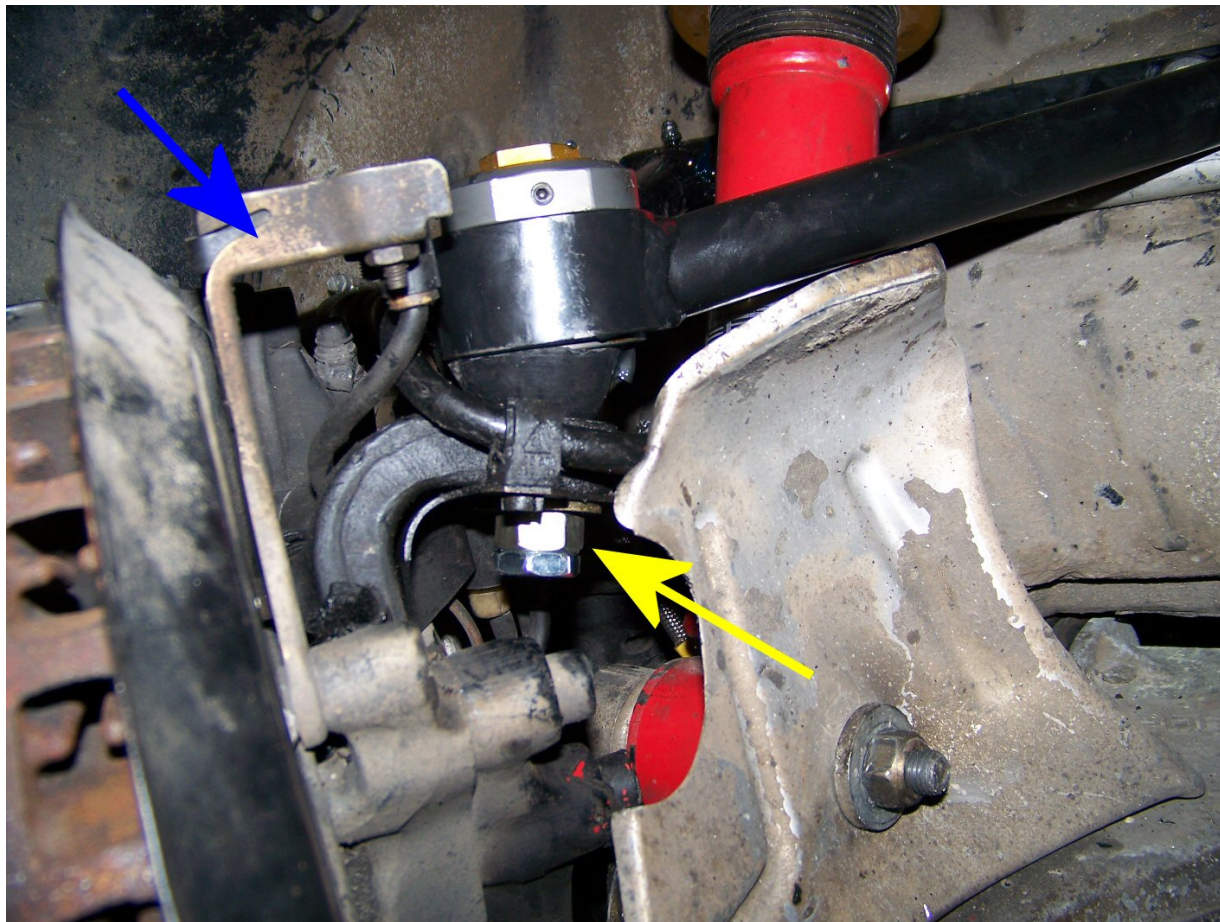
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Insert the ball joint pintle through the spindle, and start the nuts on it. At this point, the assembly will look like this:

Note the large nut goes on first, the jam nut (thin nut) after it. The spec on that nut is 50 ft lbs.



The blue arrow points to the Tire Pressure Monitoring System Sensor. Most 928's will not have this.

Time to tighten everything. Tighten the shock tops, the shock bottom, the drop link, and the two nuts that hold the crossbar inside the engine compartment. The ball joint has already been tightened during manufacture, but check it anyway.

Grease all the zirk fittings now with good molybdenum grease. The ball joint, and the two zirk fittings on the crossbar.



The finished installation should look like this:



You can now proceed with the installation on the other side of the car.

The car WILL NEED AN ALIGNMENT when this process is complete.

Thank you for using our product!

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