

Fitting Instructions #0236IS

Porsche 911

Torsion Bar Pivot Bushing



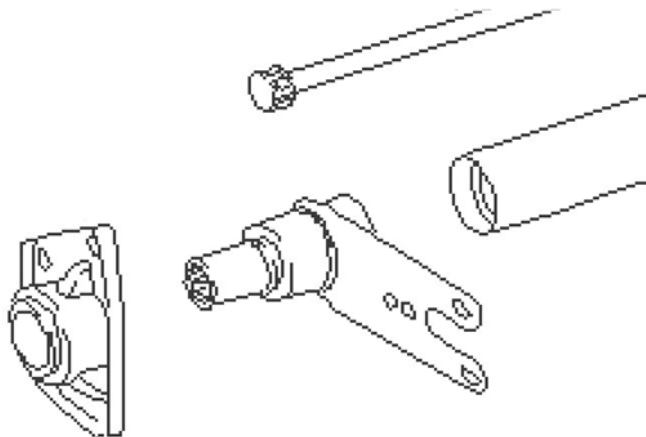
These bushes are designed to replace the original rubber bushes of the blade arm that connects the torsion bars to the wheel hub. These original bushes are bonded to the blade arm and once the vehicle is at normal ride height rely on the rubber twisting to provide suspension movement.

The new polyurethane bushes provided are designed as a bearing and no bonding is required. They will allow the blade arm to pivot on the internal bore of the polyurethane bushing.

- We recommend that these bushing are installed by a qualified mechanic. Please refer to your work-shop manual for detailed instructions of how to dismantle and reassemble your rear suspension and reset the ride height. Please note that a wheel alignment will be required at the completion of installing these new parts;

- Measure the ride-height of the vehicle with the vehicle parked on a flat level floor before starting the job. This will allow the heights to be checked when the job is complete and ensure that the torsion bar splines are indexed correctly;

Note: There are a different number of splines on the inner and outer ends of the torsion bar, i.e. one spline increment on the inner end will give a different position change compared to one spline increment on the outer end.



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- Mark the position of the arms by scribing lines to assist during re-assembly. Later model cars have two bolts on the arm which provide some fine tuning of the height (the large headed bolt is eccentric) A special thin wrench is required to adjust those as it must fit between the arm and the inner wheel well;



- With the blade arm removed from the vehicle, clamp the arm in a vice and proceed to remove the original rubber bushes. The bulk of the rubber may be cut away by use of a razor knife. Start by slicing across the bushing then run the knife around whilst peeling the rubber away from the metal. Vice-grips are useful to grab the rubber during this procedure. Ensure safety glasses and gloves are used when using sharp tools. A wire buffing wheel or emery paper may be useful to remove any remaining rubber. The arm should be clean and have all rubber removed before starting re-assembly;
- Use liberal amounts of the grease supplied on both the inside of the new polyurethane bushings and any metal surfaces that they will contact during assembly. The arm will pivot on the inside diameter of the bushing – however grease on additional surfaces will aid in the assembly and initial settling of the suspension;
- Ensure that all bolts are tightened to the manufactures torque specification;
- When assembly is complete and with the vehicle again on a flat level floor - check the ride heights against the measurements taken initially. This step will help confirm that the splines have been indexed correctly;
- The vehicle can now proceed to be wheel-aligned.