

SPL Rear Dog Bone Links

Porsche 996/997



Illustration 1: Try to match length of new link to that of old, center to center of the bores. This will enable you to drive to your alignment shop.

Tools needed:

18mm wrench for nuts

17mm wrench for bolts

Chock the wheels of the car, and loosen the lugnuts of the wheels.

Jack the car up, support it with jackstands (NOT just a jack) and remove the wheels.

Remove the factory dogbones.

Save the factory hardware.

Before installation of the new arms begins, try to match the new arms as close as possible to the length of the old ones. You can either measure the old arms center to center of the chassis and knuckle ends, or lay them side by side with the new arms. See above photo. This will allow you to drive to your alignment shop and save excess wear on your tires.

Begin at the chassis end of the arms and tighten the nut to 75 ft-lbs, then move to the knuckle end. Tighten that nut and bolt to 75 ft-lbs as well. Repeat for the remaining links. Reinstall the wheels, tighten lug nuts to factory specifications, and have the car professionally aligned.

Adjusting the length of the links for alignment

Loosen the collars on both ends of the turnbuckle. Turn the hex buckle so as to thread in/out the rod ends (spherical bearings). Threading in/out the rod end will in turn thread out/in the buckle ends of the links.

Once the rod ends are long/short enough, tighten down the collars. **Note that for safe thread engagement, the maximum amount of exposed thread on the rod end should not exceed 0.7".**

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