

POWERFLEX®

PART NUMBER

PFR57-830

DESCRIPTION

REAR TOP MOUNT ISOLATOR BUSH

INSTALLATION GUIDE

Contents (parts per pack):

2 x Polyurethane Bushes

Please read the complete fitting instructions and check package components before fitment. These fitting instructions are to be used as a guide and in conjunction with a workshop manual.

It is recommended that:

- All work is to be carried out by a licensed technician.
- All safety precautions are adhered to.
- Wheel alignment is to be checked and adjusted as required after any suspension work.
- All fasteners must be tensioned to manufacturer's torque settings.

Fitting Instructions:

1. To gain access to the rear shock absorber top mount, you will first need to remove the rear carpet, Bose subwoofer (if fitted) and insulation.
2. Once visible, loosen but do not remove the three 15mm nuts affixing the top mount to the vehicle chassis and unclip the PASM (Porsche Active Suspension Management) wire connector.
3. Jack the vehicle up, preferably using a Powerflex Jack Pad (PF57-560) and support it with axle stands or another suitable method, ensuring the car is stable before undertaking any further work. Remove the wheels at this point.
4. Remove the 16mm bolts from the outboard ends of the upper control arms.
5. Undo the 13mm bolts from the anti-roll bar bracket and 16mm nuts for the drop link to remove them from the vehicle.
6. Remove the 16mm bolt that holds the bottom of the shock to the wheel carrier and go back into the car and remove the loosened nuts on the shock mount. The shock should now be completely free to remove from the vehicle.
7. Using a spring compressor, compress the spring and remove the 19mm upper shock nut.
8. Remove and disassemble the top mount. Take care when pressing in the plastic clips that hold the upper half to the lower half.
9. Discard the old foam isolator and clean the top mount of any residual foam.
10. Fit the Powerflex isolator bush into the mount showing 'This Way Up' and align the tab in the centre of the bush with the groove on the shock.
11. Reassemble the mount and reintroduce it to the shock and spring.
12. This will require some alignment of the top mount, spring, and shock. There are paint marks on the spring and shock to line up, they should all be facing outwards, relative to the vehicle. There is a flat tab on the top mount that points upwards and sits on the outside of the chassis section. This should line up with the paint marks on the spring and suspension damper.
13. Refit the shock assembly and all other hardware to the vehicle, including interior.
14. Tighten all hardware to the manufacturer's recommended torque settings.

