



Low-Friction Control Arm Mounts - Installation Instructions

Part #2071600

Cars applicable: '68 – '89 911/912/930 and 914

Parts list:

Qty	Description
2	Control Arm Rear Mounts
4	Large concave alignment washer
4	Large convex alignment washer
8	Small concave alignment washer
8	Small convex alignment washer
6	10x45mm cap screw
6	10mm lock washer

Introduction –

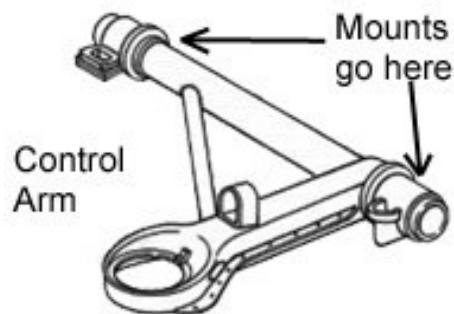
Read instructions fully before beginning installation procedure.

With this kit installed, both front and rear control arm mounts self-align in both vertical and horizontal planes. They become collinear, allowing free non-binding motion of the control arm.

Our mounts replicate the factory form factor and work in conjunction Polybronze™ bearings, polyurethane, or any other hard compound bushing or bearing (not included). Can be used with either aluminum or steel factory suspension cross-members.

Kit is recommended for cars using any hard-compound bushing or bearing and is a must for any car that has had frontal damage or pan replacement. Kit will not prevent binding due to a bent control arm.

Kit includes everything required to upgrade one car. Factory control arm rear mounts are replaced with our mounts and alignment washers. Factory control arm front mounts are retained and augmented with alignment washers.



Step-by-Step Installation -

1 – Remove the metal end mounts and rubber bushings from control arms

With control arms removed from car, secure control arm in a bench vise. Heat metal mounts using a propane torch until a small amount of rubber smoke is visible. Use a large screwdriver as a lever arm to twist the metal mounts off the control arm. If they are very hard to twist apply a bit more heat. Discard factory rear mount, save factory front mount



2 – Install new bushings into control arm mounts

Install new bushings (not included) following manufacturer instructions. Install rear control arm bushing into provided rear control arm mounts. Install front control arm bushing into original factory front control arm mount.



Bushing installed in provided rear control arm mount

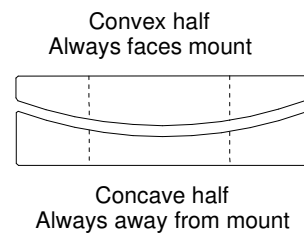


Bushing installed in factory front control arm mount

3 – Notes on alignment washers

Alignment washers are used in pairs; one concave (bowl shaped) and one convex (ball shaped).

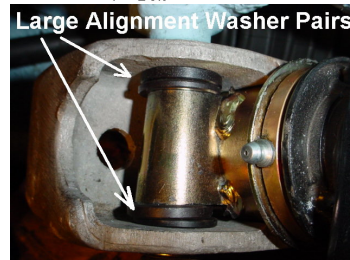
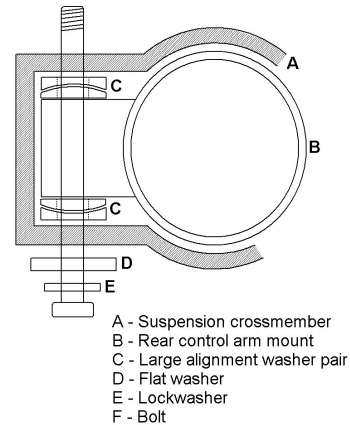
Pair the concave and convex halves such that the flat sides face out. Always put the flat side of the convex half against the mount.



4 – Rear control arm mount

Install rear mounts into suspension crossmember using two large alignment washer pairs per side. Position one large alignment washer pair on top of the mount with the convex half against the mount. Position the other large alignment pair beneath the mount, again with the convex half against the mount.

Loosely install the rear control arm mounting bolt through the entire assembly. Do not torque yet.

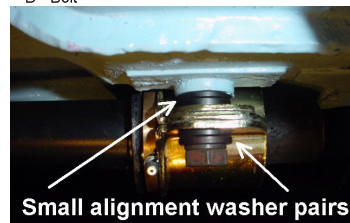
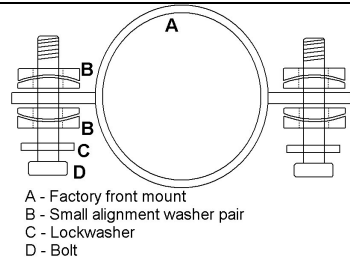


5 – Front control arm mount

Front mounts use four (4) small alignment washer pairs each; two on top of the mount, two below the mount. In all cases, position the convex half against the mount.

Note the factory mounts have small spacers tack welded on one side, positioned on top from the factory. Due to added thickness of the alignment washer pairs, factory geometry is retained by positioning the spacers on the bottom. Alternatively, you may position the spacers on top to improve anti-dive characteristics.

Using the provide 10x45mm bolts, install control arm and front mounts with small alignment washer pairs and loosely assembly front mount bolts. Do not torque yet.



6 – Torque down control arm mounting bolts

Tighten all control arm mounting bolts finger tight. With the ball joint disconnected and torsion bar removed, move the control arm through its range of motion. Ensure control arm moves freely.

Alignment washer pairs are self-aligning. It is helpful to tap them with a hard object to vibrate them into a relaxed position.

Gently tighten each mounting bolt while continuing to work the control arm through its range. If the control arm continues to move freely, proceed to torque all bolts to manufacturer specs.

Do a final check for freedom of movement. If control arm does not move freely, loosen bolts and repeat step 6.

Note – Bent control arms will always bind and must be replaced.





PolyBronze™ Suspension Bearings

<p>911</p>  <p>PolyBronze Spring Plate Bearing</p>	<p>944</p>  <p>PolyBronze Spring Plate Bearing</p>
<p>911/914</p>  <p>PolyBronze Control Arm Bearing</p>	<p>914</p>  <p>PolyBronze Trailing Arm Bearings</p>

PolyBronze suspension bearings are a high-performance bushing replacement delivering precise handling AND a smooth ride. Easily installed, our patent-pending design never squeaks.

The bronze bearing rides on a steel race for very-low friction allowing the suspension to do its job instead of fighting the bushings. You get a smooth ride and maximum grip.

An outer jacket of polyurethane absorbs any mount irregularities without interfering with the friction surface. Grease fittings allow easy re-lubrication – even to inner spring plate bearings!

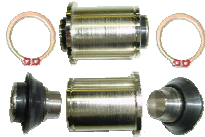
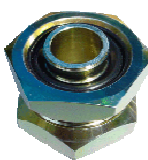

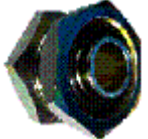
De-Cambered Ball Joints



Need more camber in your 911/914? Elephant Racing's proprietary-design De-Cambered Ball Joints provide 3/4 degree additional negative camber per side. Track is widened 1/2 inch.

Our ball joint stud is off-center, effectively lengthening the control arm pushing the bottom of the strut (and tire) out.

Weather-Sealed Monoball Cartridges

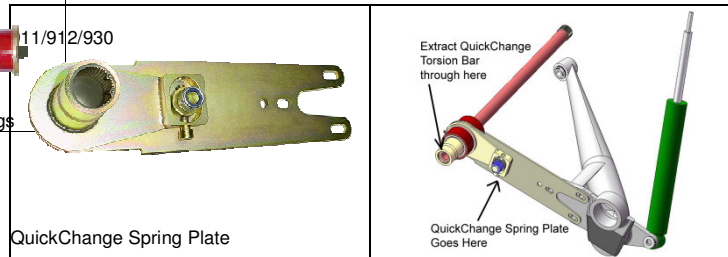
<p>911/914 944</p>  <p>Weather-Sealed Rear Monoball Weather-Sealed Monoball Front</p>	<p>911</p>  <p>Weather-Sealed Front Monoball</p>
<p>944</p>  <p>Weather-Sealed Control Arm Rear</p>	<p>944</p>  <p>Weather-Sealed Monoball Rear</p>

Our proprietary-design Monoball cartridges have weather seals to keep dirt out and extend product life. This is the

only Monoball suitable for street or extended track use. Dirt and water contaminate ordinary products and accelerate wear.

Weather-Sealed Monoball Cartridges replace compliant factory rubber mounts with hardened-steel spherical bearings. Rubber mounts compress and can't hold alignment under high-G corner loads.

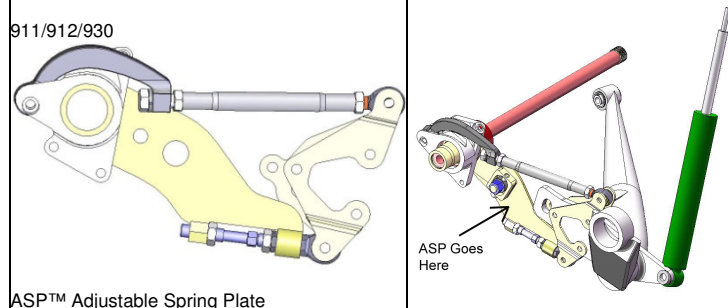
QuickChange™ Spring Plate



QuickChange Spring Plate

Combine with our QuickChange Torsion Bars for fast replacement and re-indexing of torsion bars. Change bars in just 5 minutes per-side, you don't even need to remove the wheels!

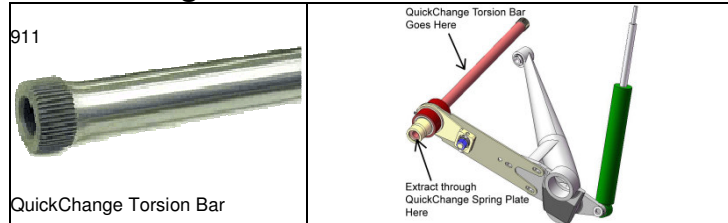
ASP™ Adjustable Spring Plate



ASP™ Adjustable Spring Plate

Corrects rear suspension camber curve to match needs of modern radial tires. Superior grip in turns, superior straight-line braking grip, reduced tire wear. Very easy to align and setup.

QuickChange™ Torsion Bars



QuickChange Torsion Bar

Plated and Plugged Hollow Torsion Bars with a threaded end for easy extraction and installation. A 3/8" bolt engages the threads to pull the bar out of the car. Use with our QuickChange Spring Plate products for easy 5 minute torsion bar changes.