

Installation Instructions

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Anti-Roll-Kit # e40-72-015-01-10

1979-1984 Porsche 911

Kit Contents	Description	Part Number	Qty
	Front Bar	AS41-72-015-01-FA	1
	Anti-Roll Hardware Kit	AK41-72-015-01-FA	1
	Instructions	E40-72-015-01-10INST	1

NOTES: Read All Instructions Before Beginning Installation

- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Installation time: Is approximate 1 hour with the use of a hoist.
- Never work on or under a vehicle unless it is properly supported.

FACTORY FRONT BAR REMOVAL

1. Raise the vehicle off the ground and support it with the appropriate safety stands. **Note: Never work underneath a vehicle that is not safely supported with the correct safety equipment.**



Photo 1



Photo 2



Photo 3

2. Remove the hardware that secures the underbody cover, then, remove the cover. (See Photos 1, 2 & 3)



Photo 4

3. Loosen and remove the left and right side bushing bracket bolts as shown. (See Photo 4)

EIBACH FRONT BAR INSTALLATION



Photo 5



Photo 6

4. Spray some lube into the inside diameter of the OE bar bushings, then, pull firmly rearward to release the bar from the bushings. (See Photos 5 & 6)



Photo 7

5. Remove the left and right side OE rubber bushings from the lower control arm. (See Photo 7)



Photo 8

1. Apply the supplied lubricant to the Eibach bushings, then, install the bushings onto the Eibach bar as shown. (See Photo 8)



Photo 9



Photo 10



Photo 11

2. Install the Eibach front bar and secure it with the OE bracket and hardware. **Note: Only secure the forward bracket mount at this time. (See Photos 9, 10 & 11)**



Photo 12



Photo 13

3. Apply the supplied lubricant to the Eibach half bushings, then, install the bushings into the bracket on the lower control arm as shown. **(See Photos 12 & 13)**



Photo 14



Photo 15

4. Install the provided crush sleeve into the bushing as shown. **(See Photos 14 & 15)**

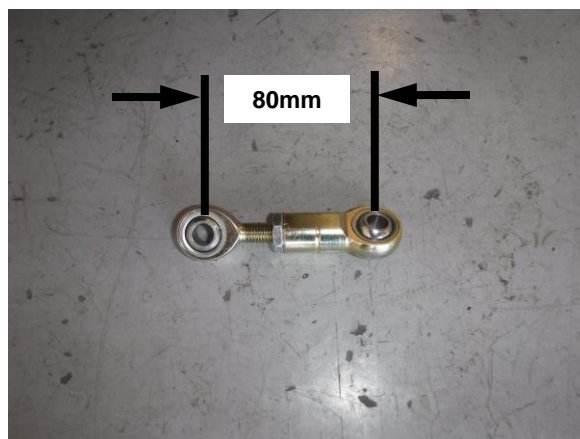


Photo 16



Photo 17



Photo 18



Photo 19

5. Install the provided cap screw and spacer onto the end link as shown, then, install the end link onto the bar and secure it with the provided washer and nylock nut but do not tighten at this time. (See Photos 16, 17, 18 & 19) **Note: Maximum length for the end link is 94mm from eyelet to eyelet, this allows for proper thread engagement. Do not adjust beyond this dimension.**

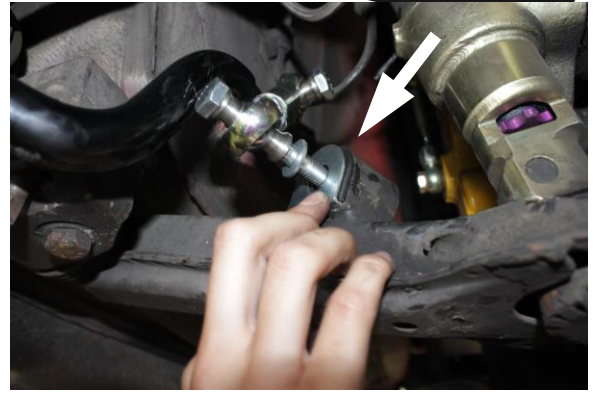


Photo 20

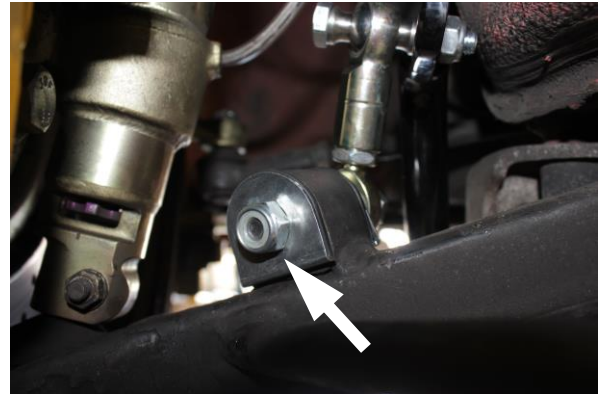


Photo 21

6. Secure the end link to the bushing assembly using the provided bolt, "D" washers and nylock nut as shown but do not tighten at this time. (See Photos 20 & 21)



Photo 22

7. Once everything is properly positioned, tighten all hardware as shown, then, torque to 40ft-lbs. **Note: Do not overtighten as damage can occur to the misalignment spacers. (See Photo 22)**

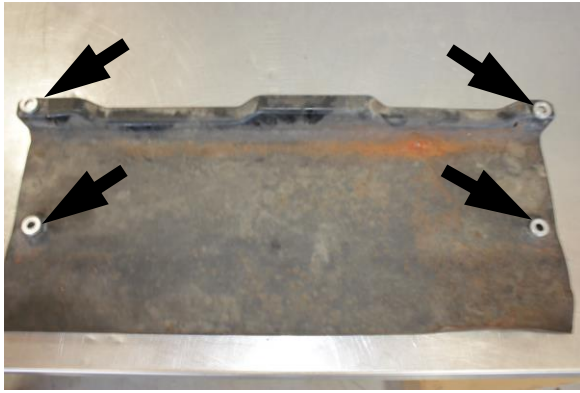


Photo 23



Photo 24

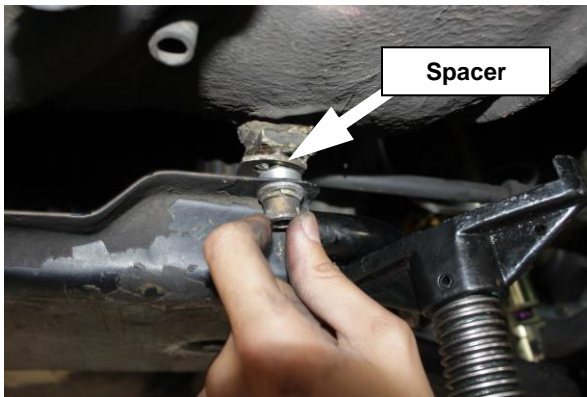


Photo 25

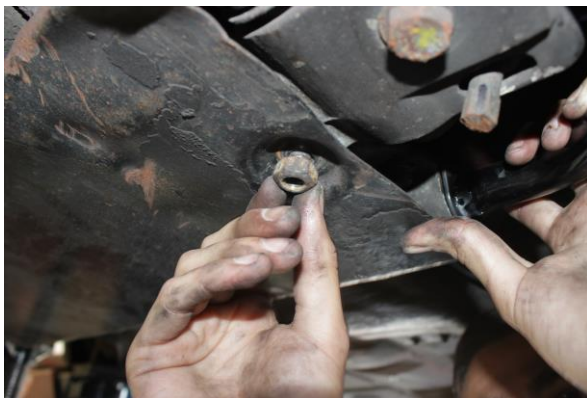
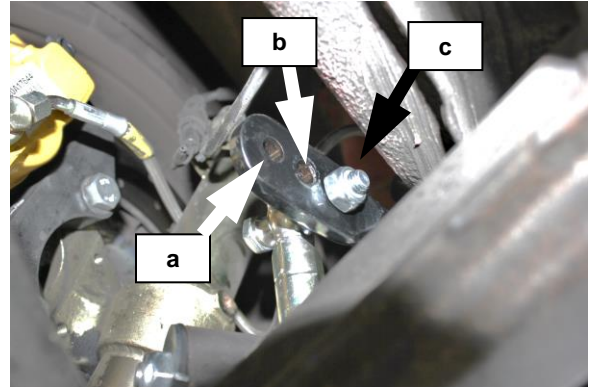


Photo 26

8. Secure the cover to the chassis using the OE hardware and the provided spacers which will be located between the cover and the chassis as shown. (See Photos 23, 24, 25 & 26)
9. Double check to make sure everything is properly tightened and positioned, then, do a road test.
10. After road testing, double check all hardware to make sure everything is properly tightened and positioned.

FRONT BAR ADJUSTMENT



Tuning the Front Bar.

FRONT

- a) Softest Setting
 - **Reduces** under-steer
 - Use in rain or on slick roads.
 - Use on rough or bumpy roads.
 - Increases comfort.
- b) Mid Setting
 - Tuning out under or over-steer.
 - For normal driving conditions.
 - Dry street driving.
 - Use with additional trunk weight.
- c) Firmest Setting
 - **Reduces** over-steer
 - Use on dry roads and tracks.
 - Use on smooth roads and tracks.
 - Do not use on wet or slick roads.

End Link Assembly

