

Installation Instructions

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Anti-Roll-Kit # E40-72-015-01-01

1979-1984 Porsche 911

Note: It is recommended to reinforce the rear sway bar mounting location since adding a stiffer sway bar puts added stress on the OE mounting points.

Kit Contents	Description	Part Number	Qty
	Rear Bar	AS41-72-015-01-RA	1
	Anti-Roll Hardware Kit	AK41-72-015-01-RA	1
	Instructions	E40-72-015-01-01INST	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.
- Never work on or under a vehicle unless it is properly supported.

FACTORY REAR BAR REMOVAL

1. Raise the vehicle and support it with the proper safety equipment. **Note: Never work on or under a vehicle that is not supported by the proper safety equipment.**



Photo 1

2. Disconnect and remove the end links from the vehicle as shown. (See Photo 1)



Photo 2

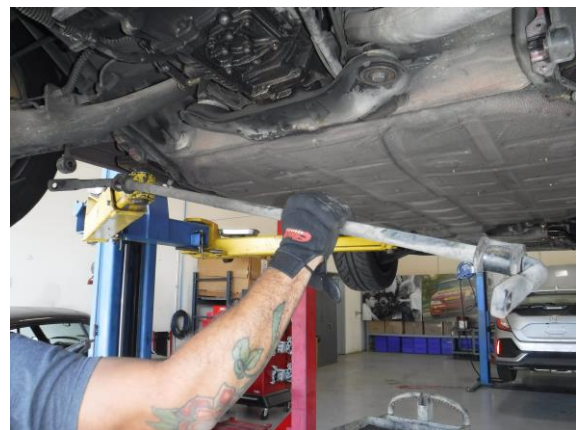


Photo 3

3. Loosen and remove the hardware that secures both the left and right side bushing brackets, then, remove the OE anti-roll bar. (See Photos 2 & 3) **Note: Be sure to note the orientation of the OE anti-roll bar as the Eibach bar will be installed in the same orientation.**

EIBACH REAR BAR INSTALLATION



Photo 4

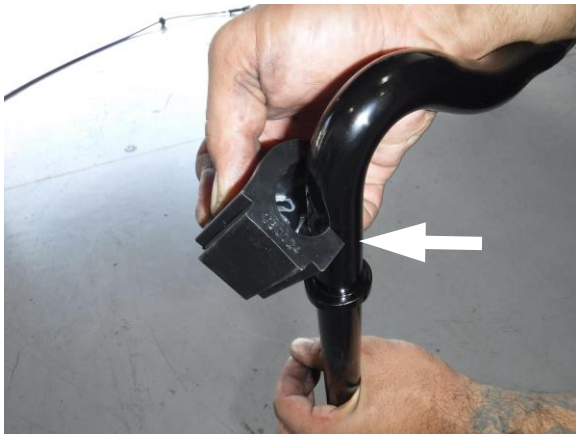


Photo 5

4. Apply some poly lubricant to the inside of the supplied Eibach bushings, then, install the bushings onto the Eibach bar. (See Photos 4 & 5)

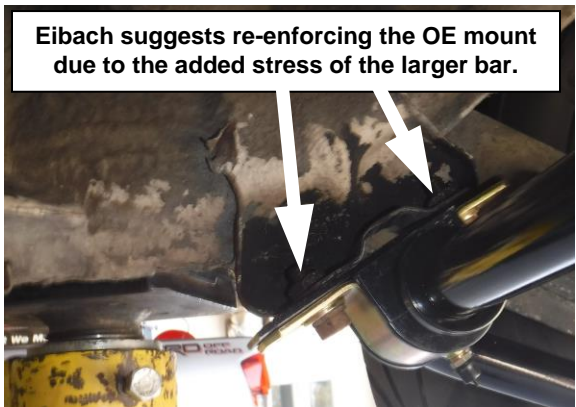


Photo 6

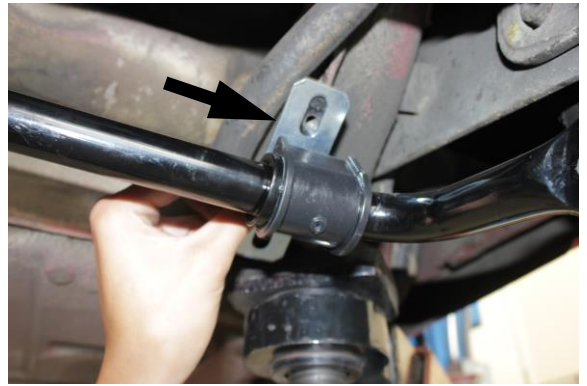


Photo 7



Photo 8



Photo 9

5. You can now install the Eibach bar and secure it using the provided spacers, brackets and OE hardware. **Note: Be sure to reinstall the bar in the same orientation as the OE bar as specified in step 3 of the removal process. (See Photos 6, 7, 8 & 9)**

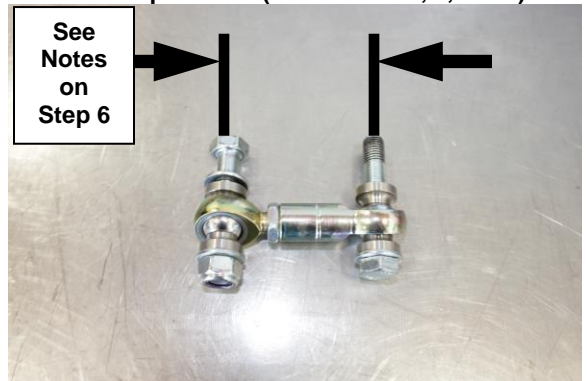


Photo 10



Photo 11



Photo 12

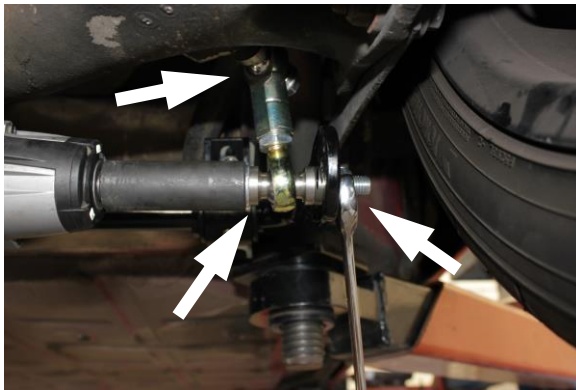


Photo 13

6. Install the end links as shown with the length adjusted as specified. **Hole "a" = 94mm, Hole "b" = 87mm, Hole "c" = 80mm (See Photos 10, 11, 12 & 13)**

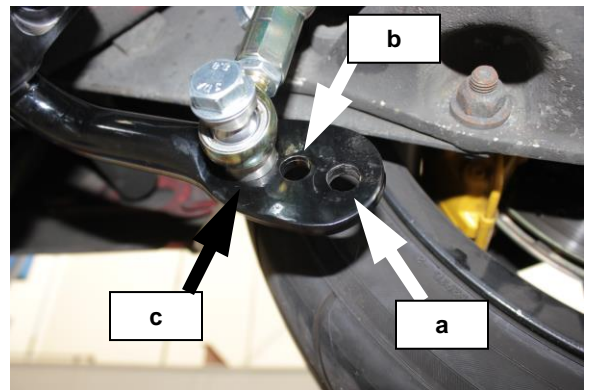
Note: Refer to the Tuning instructions for hole identification in regards to corresponding end link length.

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. Refer to the diagram on page 4 for correct placement of end link hardware.



7. Double check to make sure everything is properly positioned and tightened, then, do a road test.
8. After road testing, double check all hardware to make sure everything is properly tightened and positioned.

Tuning The Rear Bar.



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

End Link Assembly

