

992 Safari Sub-Frame Bushing - Installation Instructions

Part # 2290048 –992

Table 1. Parts list:

Item	Quantity	Description
A	2	M10X1.5-45-Hex head cap screw
B	2	M10x1.5-50-Hex head flange screw NOTE: Not included, re-use existing screws
C	2	M12x1.5-75-Hex head flange screw + built in washer NOTE: Not included, re-use existing screws
D	4	M12X1.5-105-Hex head flange screw
E	8	M12x1.5-75-Hex head flange screw + built in washer NOTE: Not included, re-use existing screws
F	8	M12X1.5-110-Hex head flange screw
G	6	M10x1.5-60-Hex head cap screw
H	8	M10 SPACER 22x31
I	10	M12 SPACER 22x31
J	10	M12 SPACER 22x50
K	8	M10 – Flat washer

Table 2. Locations table:

Location	Install	Remove and reuse
1	A,K,H	-
2	B,H	-
3	C,I	C
4	D,J	E
5	E,I	-
6	F,I	-
7	G,K,H	B
8	F,J	-

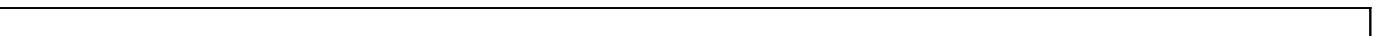
Tools Required:

- ! Basic Mechanic's Tool Set

Introduction:

Congratulations on your purchase of the 992 Safari Subframe Bushings from Elephant Racing!

This kit spaces the front and rear sub frames down 22mm. This provides geometry correction of the front and rear control arms and rear toe links on raised cars by restoring the angle of these arms back closer to stock geometry. The handling is thus made more predictable and controllable, similar to stock height cars.



1 - Step-by-Step Installation.

Raise the vehicle at the appropriate lifting locations as called out in an appropriate shop manual. Remove the wheels and make sure that the car is set up in a secure mount position.

2 – Front Subframe Spacing.

Remove the screws securing the front sub-frame. Referring to Figure 1 below and the Parts List table 1 above, Install the 22mm thick spacers between the sub-frame and the chassis in the locations shown in table 2. The remaining original screws will not be re used unless they are specified in Table 2. Note 991.1 uses studs in location (1), remove the studs.

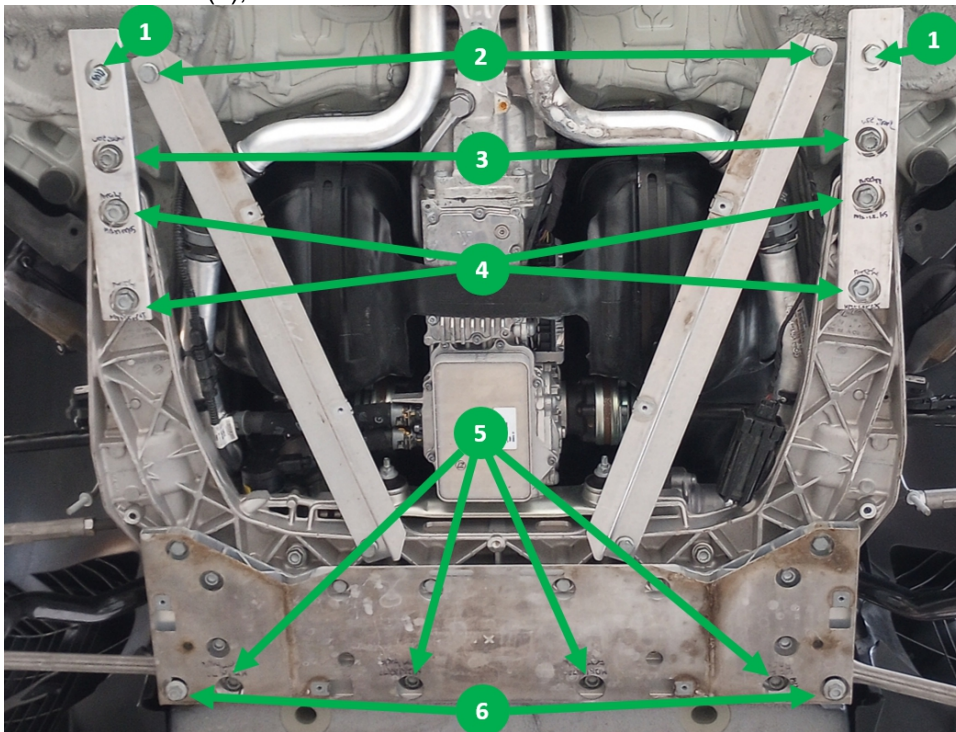


Figure 1

3 –Tank Straps.

Tanks straps need to be shortened to accommodate the lowered subframe. Remove tank straps from car. Flatten straps and drill a hole at 15 mm from the original holes with a diameter of 8.3 mm. Re-bend the strap with the bend 20 mm from the original location. Reinstall straps in car, use additional washers if needed.

4 – Front Differential Mount, C4 and Turbo only.

The front differential needs to be spaced up from the lowered subframe to avoid changing the angle of the drive shaft, and to prevent interference between the half shafts and subframe.

The holes in the factory differential mount are asymmetric. Invert the factory differential mount to space the differential up from the sub frame, such that the “TOP” arrow on the mount.



5 – Rear Subframe Spacers.

Remove the screws securing the rear sub frames. Referring to Figure 2 below and the Parts List table above, Install the 22mm thick spacers and hardware between the sub-frame and the chassis in the locations shown. Torque the screws from the strut (described in figure 2) to spec, the strut will bend to recover the stock position level for the bottom cover.

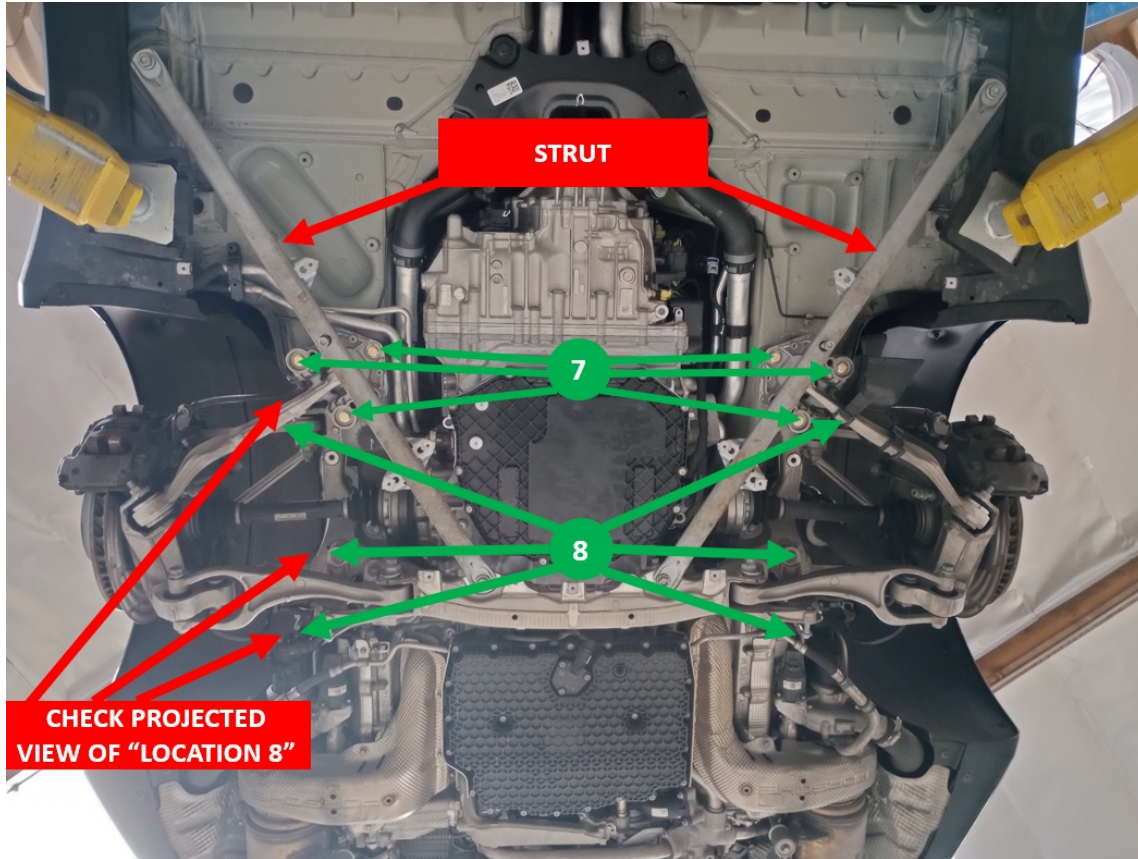
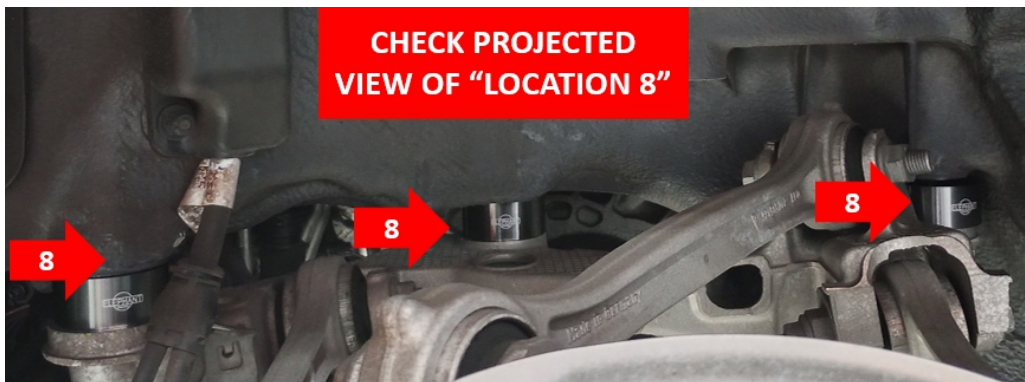


Figure 2



6 – Rear axle wiring harness cover.

After installing the spacers of the rear axle the length of the harness will not be long enough to be mounted as it was before. Unmount the connector from the channel (figure 3) to let it slide inside the cover and then bolt the two nuts back to protect the harness (figure 4).



Figure 3

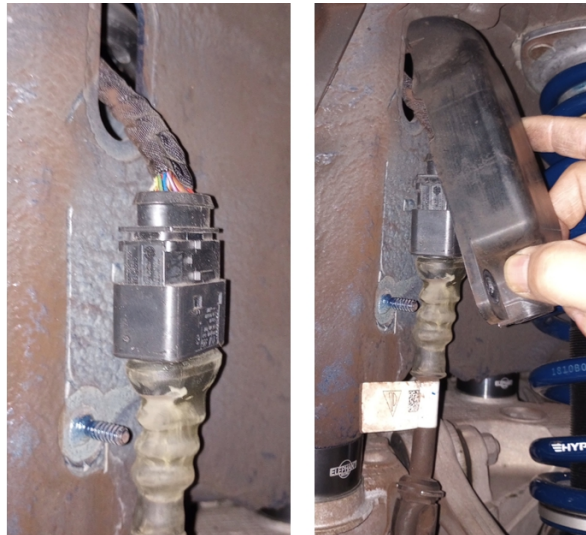


Figure 4

7 – Fasteners.

Torque all fasteners to factory specifications, refer to a shop manual.

8 – Finish.

Align the suspension.