

Front Suspension

1970-73 PORSCHE 914 & 914/6

914 (1970-73)
914/6 (1970-71)

DESCRIPTION

Independent strut type suspension with torsion bars. Strut assemblies are mounted to inner fender panels at top by means of thrust bearings. Bottom of strut assemblies are mounted to control arms by means of ball joints. Steering knuckle and shock absorber are integral with individual strut assembly. Control arms pivot in mounts connected to body at front and in mounts integral with suspension crossmember at rear. Torsion bars anchor to control arm at front and to suspension crossmember at rear. Suspension crossmember also serves as mount for steering gear and is removable.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES

See *Wheel Alignment Specifications & Procedures* in *WHEEL ALIGNMENT* Section.

WHEEL BEARING ADJUSTMENT

See *Wheel Bearing Adjustment* in *WHEEL ALIGNMENT* Section.

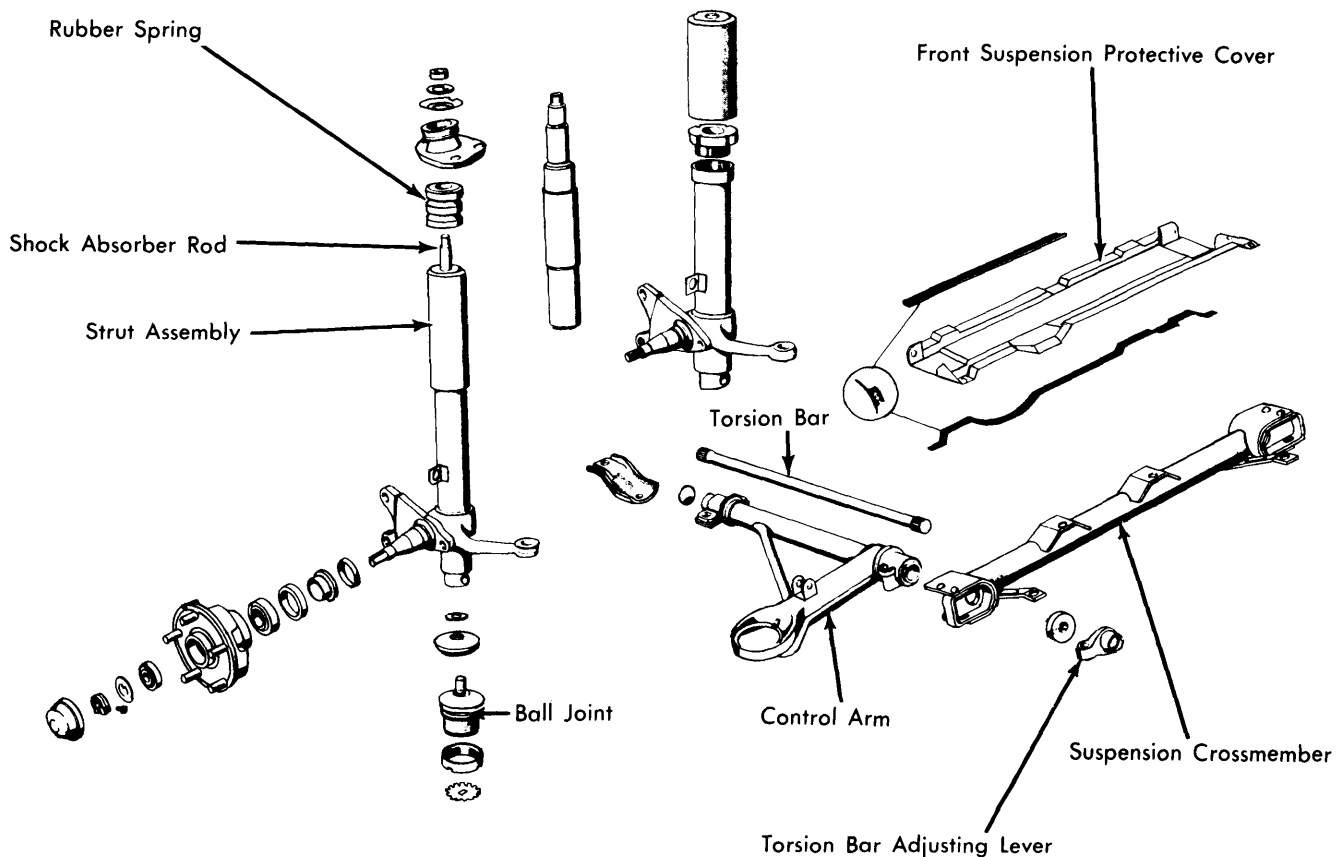
BALL JOINT CHECKING

See *Ball Joint Checking* in *WHEEL ALIGNMENT* Section.

REMOVAL & INSTALLATION

STRUT ASSEMBLY & THRUST BEARING

Removal — Raise vehicle and place safety stands under body. Remove wheel and tire. Remove brake rotor (disc) and brake caliper. **NOTE** — See appropriate story in *BRAKE SYSTEMS* Section. Remove tie-rod end stud nut and separate tie-rod end from steering arm. Unscrew adjusting screw from torsion bar adjusting lever and remove lever. Remove ball joint retaining bolt at bottom of strut assembly and push control arm down to separate strut assembly from ball joint. Remove center nut from upper strut assembly mount from inside luggage compartment. Remove lockwasher, tab washer and



FRONT SUSPENSION COMPONENTS

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strut assembly. Mark position of pressure plates on fender panel and remove Allen head bolts and pressure plates. Remove thrust bearing and support. **NOTE** — *Thrust bearing can be removed without completely removing strut assembly by disconnecting upper mount and pulling down on control arm to separate from thrust bearing.*

Installation — Install thrust bearing and support. Place pressure plates in proper position and tighten Allen head bolts to specification. Inspect strut assembly for leaks, if leak is found, strut assembly must be replaced. Push rod to bottom of stroke, if flange does not bottom out against strut tube, replace strut assembly. There should be no variation of pressure when pushing in or pulling out on rod. Install strut assembly in proper position in vehicle. On 6 cylinder models, install spacer ring by heating to approximately 300°F before installing. Install hollow rubber spring, new lockwasher and tighten nut to specification. Fit strut assembly to ball joint and tighten bolt to specification. **NOTE** — *Make sure steel washer is between ball joint and strut.* Push control arm lever down to stops and install adjusting lever on torsion bar. Grease threads of adjusting screw with a suitable grease (MOS2 paste) and install adjusting screw. Make sure closing cover is correctly seated against adjusting lever. Install tie-rod and tighten nut to specification. Install remaining components as outlined in Brake Systems Section. Tighten all bolts and nuts to specifications, bleed brake system and check wheel alignment and riding height.

CONTROL ARM & BALL JOINT

Removal — Raise vehicle and place safety stands under body. Remove wheel and tire. Remove adjusting screw from torsion bar lever and remove lever. Disconnect strut assembly from control arm as previously outlined. Remove rear control arm mounting bolt at suspension crossmember. Remove two bolts securing front control arm mount to body. Slide control arm with torsion bar out of suspension crossmember. **CAUTION** — *If both control arms are being removed, reinstall rear control arm mounting bolt in suspension crossmember before removing opposite side.* Secure control arm in a vise and remove ball joint retaining nut using a suitable wrench (P280B). Remove ball joint from control arm. Control arm should pivot smoothly in mounts. If control arm binds or is distorted, it must be replaced. Inspect torsion bars for damaged serrations. Check sealing bellows on ball joint, replace if damaged or cracked. Remove sealing bellows with a flat chisel and install using suitable mandrel to press bellows on with.

Installation — Install ball joint in control arm and tighten grooved nut to specification. Secure nut by bending over tab on lock washer. Grease entire torsion bar with lithium grease and install in control arm. Place control arm in proper position in vehicle and tighten mounting bolts (front and rear) to specifications. Install strut assembly on ball joint and tighten retaining bolt to specification. Push down on control arm until it contacts stops and install torsion bar seal and adjusting lever. Slide adjusting lever against torsion bar until it reaches stop. Grease adjusting bolt threads and install in lever. Make sure closing cover is correctly seated against adjusting lever. Install control arm protective cover. Install wheel and tire, lower vehicle and check riding height and wheel alignment.

SUSPENSION CROSSMEMBER

Removal — Raise vehicle and place safety stands under vehicle. Remove front axle protective cover. Remove steering gear bolts from crossmember. Remove rear control arm mounting bolts as previously outlined and remove suspension crossmember. Place crossmember on level surface and check for distortion. Inspect for cracks or damage.

Installation — Place crossmember in proper position in vehicle and install control arm mounting bolts as previously outlined. Install steering gear bolts and tighten to specification. Install front suspension protective cover. Lower vehicle and check riding height and wheel alignment.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Strut Assembly-to-Ball Joint Bolt	47 (6.5)
Strut Assembly Thrust Bearing Nut	58 (8)
Pressure Plate Bolts	34 (4.7)
Front Control Arm Mounting Bolts	34 (4.7)
Control Arm-to-Crossmember Bolt	65 (9)
Ball Joint-to-Control Arm Nut	108 (15)
Front Protective Clamp Bolts	32 (4.4)
Protective Cover-to-Body Bolts	34 (4.7)
Protective Cover-to-Crossmember Bolts	11 (1.5)
Tie-Rod End Stud Nut	32 (4.4)