

PORSCHE 914

914

DESCRIPTION

Independent strut type suspension with coil springs. Strut assemblies, mounted between control arms and inner fender panels, are comprised of coil springs mounted on outside of shock absorbers. Control arms pivot in mounts, integral with chassis on inside, and in adjustable brackets on outside. Brackets are adjustable for obtaining proper rear wheel alignment. An optional stabilizer bar is attached in center to body and connected to lower strut mounting bolts by short links.

ADJUSTMENT

WHEEL ALIGNMENT SPECIFICATIONS & PROCEDURES —

See *Rear Wheel Alignment Specifications and Procedures in WHEEL ALIGNMENT Section.*

REMOVAL & INSTALLATION

STRUT ASSEMBLY

Removal — Raise vehicle and place safety stands under body. Remove bolt retaining lower strut mount to control arm. Upper strut mount is accessible from inside luggage compartment. Remove nut from upper mount and remove strut assembly from vehicle.

Disassembly — Mount strut assembly in a suitable holding fixture. Compress coil spring, using a suitable spring compressor (VW340), enough to remove threaded bushing from piston rod. Remove upper spring seat from piston rod. Release spring

compressor and remove coil spring, supplementary spring and stop washer from piston rod. Drive cap from shock absorber with a punch and remove lower spring seat in upward direction. Inspect shock absorber for leaks. There should be no variation in pressure when pushing in or out on piston rod. Replace defective shock absorbers.

Reassembly — Install lower spring seat in a position so that when strut assembly is installed, water drain hole in bottom of spring seat faces inside of vehicle. Install piston rod cap on shock absorber. Install stop plate with grooves facing cap. Install supplementary spring and coil spring in proper position in lower spring seat. Compress coil spring and install upper spring seat. Tighten threaded bushing to specification.

Installation — Place strut assembly in position in vehicle and tighten bottom bolt and upper nut to specifications.

CONTROL ARM & DRIVE SHAFT

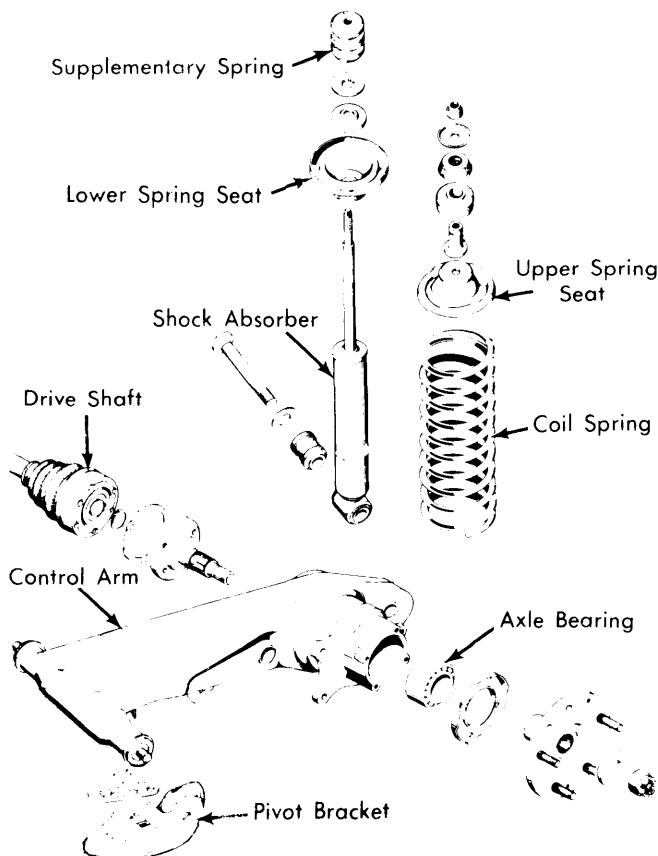
Removal — Raise vehicle and place safety stands under body. Remove wheel and tire. Disconnect brake line from brake hose. Disconnect parking brake cable. Remove brake caliper and rotor (disc). **NOTE** — See appropriate story in **BRAKE SYSTEMS Section.** Remove cotter pin and nut from axle end. Remove heat exchanger (exhaust pipe) between engine and muffler. Remove Allen Head screws connecting drive shaft to flange, pry drive shaft away from flange and remove drive shaft. Using a suitable driver (P297A), remove rear hub from control arm. Mark position of control arm to shim plate and secure shims. Remove bolts securing control arm to body and remove control arm. Remove axle bearing cover and remove bearing from control arm using a suitable driver. Remove nut securing pivot bracket to control arm and remove bracket.

Installation — Inspect control arm for distortion or damage. Rubber bushings in control arm cannot be replaced, if damaged or worn, replace control arm. Install pivot bracket with mounting surface parallel to connecting line of control arm shafts. Replace pivot bracket self-locking nut and tighten to specifications. Install axle bearing using a suitable driver (P302). Install cover and tighten bolts to specifications. Install control arm in vehicle and note shims and position. Tighten inner mounting bolt to specifications. Install rear wheel hub using a suitable installer (P298B). When installing drive shaft, use new seal for flange. Use new lock-washers and tighten Allen Head bolts to specification. Tighten nut on end of axle shaft to specification. Install heat exchanger and tighten bolts and nuts to specifications. Connect parking brake cable and adjust. Connect brake lines and bleed brake system. Install wheel and tire, lower vehicle and check wheel alignment.

STABILIZER BAR

Removal — Remove muffler. Using a bar, separate stabilizer shackle from ball stud in lower part of strut. Remove mounting clamp.

Installation — Check rubber bushings and shackle grommets for signs of wear. Coat shackle rubber bushings with suitable compound (Conti Fix). Using same bar, force shackles on ball stud.



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REAR SUSPENSION ASSEMBLY

PORSCHE 914 (Cont.)

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs. (mkg)
Strut Assembly Lower Mount.....	72-87 (10-12)
Strut Assembly Upper Mount	36-43 (5-6)
Piston Rod Threaded Bushing.....	11-14 (1.5-2.0)
Axle Shaft End Nut.....	217-253 (30-35)
Drive Shaft Allen Head Bolts.....	31 (4.3)
Control Arm Pivot	
Bracket-to-Body.....	108 (15)
Control Arm Bearing	
Cover Bolts	18 (2.5)