

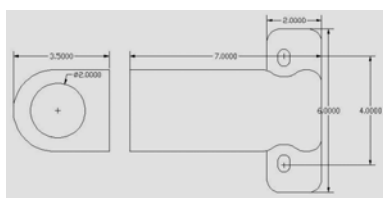
Product Instructions

Item # 5150

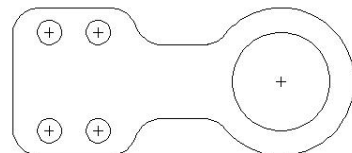
Description: Front Sway Bar Braces for 944 and derivatives

Have the sway bar mounts on the front of your 944 broken and the sway bar is flopping around. Have you tired of having your sway bar drop mounts rewelded multiple times on your track car? The solution is here and is now affordable. I have a simple, effective and inexpensive solution. These support plates reinforce the sway bar drop brackets through triangulation.

These units are cad designed and cut out on a computer guided plasma table. They are constructed from A36 steel and available in either a raw steel finish so that you may finish with your preferred coating or I also produce them in black powder coat.



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Payment is best made through www.rennenmetal.com and Paypal is accepted thorough the site. If you prefer to send a check, please email and I will forward my mailing address. **Please no PM as I rarely use this option.** My email is checked multiple times throughout the day. Please specify the model car, the product that you require and the finish. I keep many of units in stock both in the raw or powder coated finish.

I think you will be very pleased with these units and save substantially over the catalog houses high prices. More products on the way! Thank you David Lee, Houston, TX.

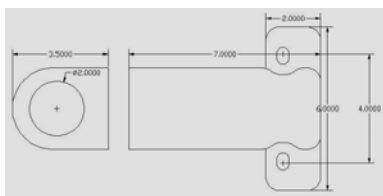
How to install these units:

Tools needed

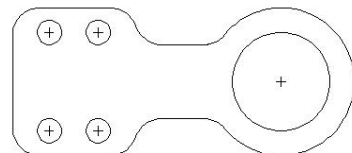
- 19mm short hex socket (pref ½" drive) 4 inch extension and ratchet (you may need to use a breaker bar for more leverage)
- 13mm socket, ratchet and short extension
- (2) 13mm open end wrenches
- Long thin screw driver to line up the holes or line up tool (optional)
- Torque wrench
- Patience

If you have a broken bracket

These brackets are usually sheared off if you drive your 944 in the manner that most owners drive them. Some believe it's because of the lack of elasticity of the poly bushings many use to replace the original rubber. The reality is that these brackets break regardless of which material is used for the sway bar bushings. Simply looking at the bracket one would realize the marginal thickness of the drop bracket. The additional triangulation of the additional Rennenmetal bracket distributes the forces better and as a result lengthens the lifespan of the brackets. I have had clients sheer several and simply weld them back together after proper prep of the steel. Placing the two pieces (sheered and broken as pictured) in a vise you can do the grinding prep of old paint and I would use some material to degrease the bracket. Weld your old broken bracket on both sides if needed with a clean bead. Grind smooth and either powdercoat or repaint.



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Installing reinforcement bracket with oem bracket

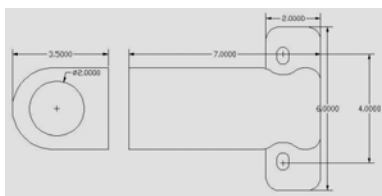
Start on the driver's side of the car. While it is not necessary to jack up the car, if you choose to do so, please place the car on jackstands and never work on a vehicle suspended by a jack alone.

There are two 13 mm hex bolts holding the stock drop bracket to the unibody of the car. I suggest removing these 2 bolts to start with using a short 13mm socket with an extension. I used a 3/8 drive.

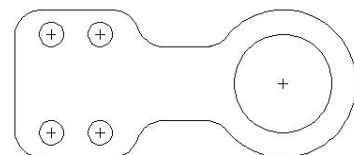
Then remove the 19mm bolt off the crossmember which will be used to mount the new reinforcing bracket.

Now remove the (2) 13mm bolts/washers/nuts that clamp the bracket to the round clamp that goes around the bushing on the front sway bar.

If the stock drop bracket is cracked or damaged, this is a good time to weld it up prior to reassembly. It is mild steel and is easily welded. Please paint the unit to inhibit rust. Freshly welded material will rust quickly.



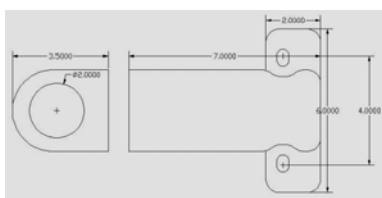
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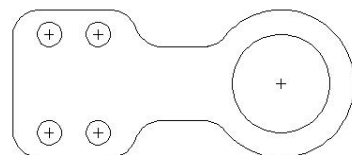
The next step is to offer up the new triangulated bracket to the crossmember. Mount the new reinforcement bracket with the 19mm to the crossmember with 3 turns so to keep it loose at the moment. You will want all bolt-in points loose initially to help you line up all the holes.



Passenger's side shown



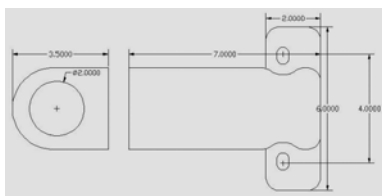
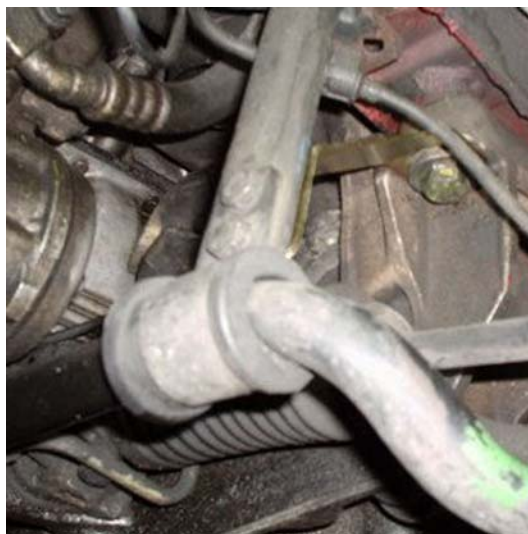
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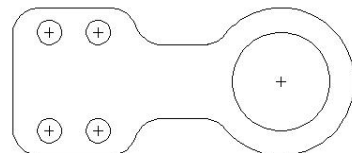
Next, bolt together the (2) 13mm bolts lock washers and nuts in this order - the reinforcing bracket on the outside of the round clamp and the original bracket sandwiched in the round clamp that holds the bushing.



Then mount the final (2) 13mm bolts that mount the bracket to the body. Now tighten everything up as specified in the Porsche factory repair manual. The 13mm headed bolts are usually torqued to 18ft lbs and the 19mm headed bolts that attach the subframe are to be torqued to 63 ft lbs.



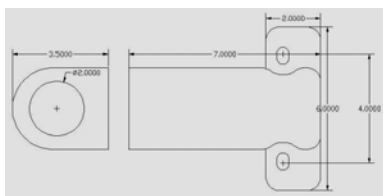
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Repeat for the passenger's side of the car.

Thank you:

The braces should give you years of service and insure that during hard street driving and track events, the sway bar mounts stay in position. Thank you for your order and please tell others if you are pleased with your purchase.



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