



Driving to improve excellence.

1965-1989 911/912/930



Front Monoball Assembly (Qty 2)



Installation Tools and Hardware

Check to make sure you that have all parts listed prior to installation. If anything is missing contact us immediately.

Parts List

- (2) monobal cartridge assemblies
- (2) keyed lock washers
- (2) 6mm X10mm s/s button head screws
- (1) 3/8 drive torque tool
- (1) 1/4-20 cartridge retaining tool
- (1) 1/4x1" flat washer
- (1) 1/4-20 wing nut

1. Install one monoball at a time. With your car sitting on the ground, use an impact wrench to remove the shock absorber retainer nut atop the strut perch. If you don't have access to an impact wrench, use a regular socket wrench to turn the nut and a pipe wrench on the large cupped washer underneath it to prevent the shock from rotating.

2. Remove the two washers (one thin, one larger and cupped) underneath the nut.

3. Lift the car about a foot off the ground.

4. Reach underneath the fender, grab a hold of the shock at the top, and compress it downward a few inches in order to remove the strut from the strut perch. Allow the strut to re-extend, and lean it against the inside of the fender (or the inside of the bottom of the strut perch), being careful not to allow moving the strut to twist or kink the brake line. It may take some experimentation in the amount your car is lifted off the ground to find a height where the wheel is resting on the ground in such a manner that it supports the strut leaning against the inside of the fender or the strut perch.

5. Turning your attention back to the top of the strut perch, use a razor blade to cut away some of the circular rubber bushing (figure 1). It is only necessary to cut away enough of the perimeter of the bushing to allow it to be pushed down and dropped out of the strut perch housing (figure 2).

6. Unscrew the monoball so that you have two halves. Attach the cartridge retaining tool to the bottom monoball half (figure 3).

7. Apply a small amount of grease on threads.

8. Reaching underneath the fender, place the bottom half of one monoball in position on the underside of the strut perch. With your other arm, place the top half of the monoball in position on the top of the strut perch and screw the two together, being careful not to cross-thread the two monoball halves.

9. When finger-tight, attach the torque tool to the top monoball. Using a 3/8" torque wrench, tighten the monoball to 40 ft-lbs (figure 4). Remove install tools.

10. Apply a light coat of grease to the part of the strut that sits inside the bore of the monoball, compress the shock, and re-fit inside the monoball.

11. Slide the supplied stainless steel toothed washer over the threaded, grooved portion of the top of the strut (figure 5), and then screw on the nut that you removed in step one. Use an impact wrench to gently torque down the nut (figure 6).

Front Monoball Installation Instructions

1965-1989 911/912/930



Figure 1



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6