



Front Monoball Suspension Mount - Installation Instructions

Part #2011000 Fits 911/912/930/914 '65-'89

Parts list:

Qty	Description
2	Monoball cartridge assembly
2	Beveled hex ring
2	Snap Ring

Introduction –

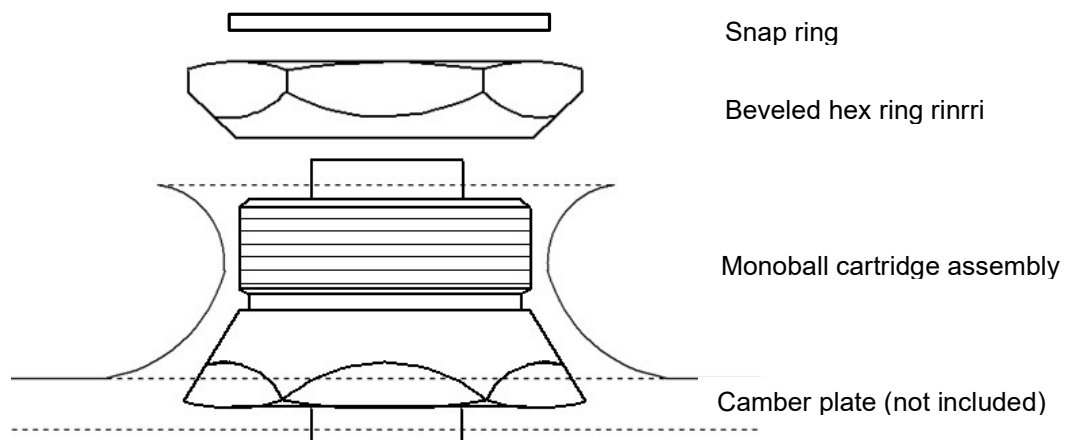
The Monoball cartridge assembly is pre-assembled and comprised of a threaded carrier, spherical bearing, two spacers, weather seal and a retaining ring. The spherical bearing is maintenance free and requires no lubrication or servicing. The integrated weather seal keeps contaminants out and extends bearing life.

The Monoball cartridge assembly is inserted into the factory camber-plate from the underside and the Beveled hex ring is threaded on from the top to retain the assembly.

A snap ring is installed as a safety measure.

Complete the installation on one side before beginning the second. Use the opposite side as a reference for re-assembly.

Note – When new, the monoball may feel tight and difficult to move by hand – this is normal. The strut has plenty of leverage to easily move the monoball. After an initial wear-in period the monoball will move more freely.



Fitment –

Front monoballs fit easily into the stock top mounts of 69-89 911/912/930 cars (911 341 018 00). Cars with pre-69 top mounts are recommended to switch to a 69-89 top mount for fitment. 1965 cars without removable top mounts require cutting to enlarge the strut top opening to allow fitment of the cartridges. 66-68 removable top mounts may also be used if the strut opening is enlarged.

Step-by-Step Installation -

1 – Remove the top of the shock from the camber plate.

Remove the nut that retains the shock using an impact wrench. Alternatively remove with a socket wrench, holding the shock stationary by gripping the large washer using a pipe wrench.

Note the assembly order of all removed hardware and save in a safe place. The hardware will be re-used.

Raise the corner with a floor jack. Compress the strut, pull it clear of the mount. Be careful not to stress the brake line flex hose. There is no need to remove the wheel, use it to support the strut assembly.



2 – Remove the rubber mount from the camber plate.

Use a razor knife to cut away the outer ½ inch of the rubber mount. Push down on the rubber mount to force it free of the camber plate.

Alternatively, remove the camber plate from the car and use a shop press to push out the bushing.



3 – Install the Monoball cartridge assembly into the camber plate.

Use snap ring pliers to temporarily remove the snap ring from above the Beveled hex ring.

Working from beneath, insert the Monoball cartridge assembly through the camber-plate with threads pointed upward.

From the top of the camber-plate, thread the Beveled hex ring onto the Monoball cartridge assembly with the bevel pointed downward.

Apply some medium strength threadlocker (ie. Locktite blue) to the threads.

Use a 1 7/8 inch socket, spud wrench or other suitable wrench to tighten the Beveled hex ring to 60 ft/lbs.

If necessary, hold the Monoball cartridge assembly stationary using a 1 7/8 inch socket or by gripping the hex with a large channel lock pliers.



4 – Install the Snap Ring.

Using snap ring pliers, install the snap ring in the groove in the threads exposed above the Beveled hex ring. Be sure the snap ring is fully seated in the groove.



5 – Insert the shock through the Monoball cartridge assembly.

Replace all shock retaining hardware, reversing the disassembly sequence. Note that the large toothed washer is usually cupped, it should be inverted such that it forms an upward facing bowl shape.

Torque the shock-retaining nut to the manufacturers specification.

6 – Repeat procedure for the opposite side.



This page intentionally blank

Visit our website for more products and information www.elephantracing.com