

996 Turbo/C4 Front Drop Link Installation Notes

-Instructions for cars with Ohlins shocks and stock swaybar.

Passenger Side:

- In order for proper drop link alignment and to prevent binding the drop link needs to be installed as shown below – making sure to note the following:
 - The base of the drop link must be installed on the INSIDE of the sway bar as shown.
 - For ideal clearance the short spacer should be installed between the bottom rod end and sway bar.
 - The top of the drop link needs to be installed on the FRONT facing side of the Ohlins drop link bracket (towards the front of the car).
 - The 2 Large spacers need to sit between the top rod end and the drop link bracket.



- With the wheels pointed straight ahead the bracket should be rotated so that the mounting face is roughly 30 degrees behind perpendicular with the front face of the brake rotor. (As shown below)
- Fine tune position by rotating the bracket and noting the bar moving up and down. Lock in place at the lowest bar position.

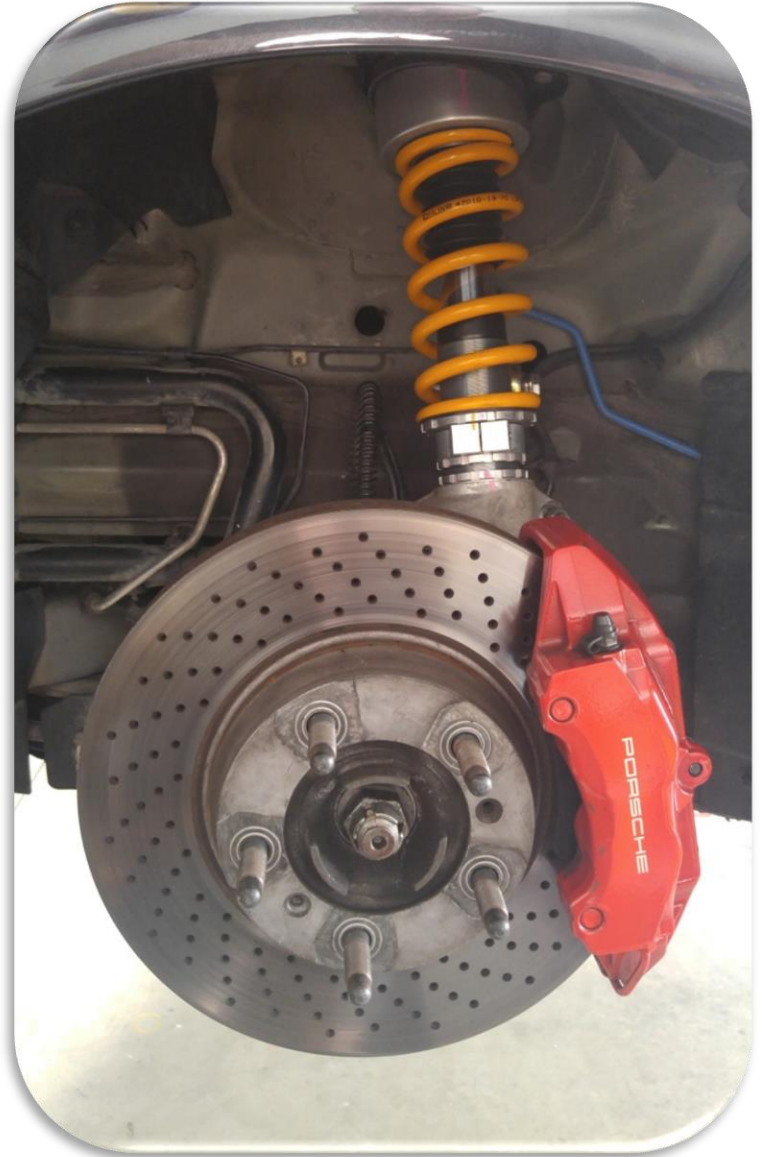


Driver Side:

- In order for proper drop link alignment and to prevent binding the drop link needs to be installed as shown below – making sure to note the following:
 - o The base of the drop link must be installed on the OUTSIDE of the sway bar (away from the center of the car).
 - o For ideal clearance the short spacer should be installed between the bottom rod end and sway bar.
 - o The top of the drop link needs to be installed on the REAR facing side of the Ohlins drop link bracket (towards the rear of the car).
 - o The 2 Large spacers need to sit between the top rod end and the drop link bracket.



- With the wheels pointed straight ahead the bracket should be rotated so that the mounting face is roughly 10 degrees forward from perpendicular with the front face of the brake rotor. (As shown below)
- Fine tune position by rotating the bracket and noting the bar moving up and down. Lock in place at the lowest bar position.



Note: These specific instructions are specifically for cars running Ohlins shocks with a stock front sway bar.

Due to the vast number of shock and sway bar combinations, there is no one solution that works for every combination. However the main things to watch out for while installing our front drop links is interference of the link with either the drop link bracket and/or the wheel carrier near the pinch bolt. (Shown Below)



These can cause the steering to bind and damage the links or other components.

Note that the links are set close to their shortest length for this setup. If the drop links are binding here are some options to try:

- Changing which side of the sway bar the drop links are mounted on. Note: the drop links do not need to be symmetrical from side to side – Sometimes they may need to be mounted on opposite sides of the sway bar for proper alignment.
- Changing which spacers sit between the rod end and the sway bar.
- Rotating the drop link bracket angle.

See our general drop link setup instructions for setting link length, swaybar stiffness, link preload, rod end phasing, and checking for binding.