



Rear Spring Plate Mount Reinforcement Panel - Installation Instructions

Part #2061003

Cars applicable:

'65 – '89 911/912/930, 356 TBD

Parts list:

Qty	Description
1	Left side Rear Spring Plate Mount Reinforcement Panel Set
1	Right side Rear Spring Plate Mount Reinforcement Panel Set
1	Mounting Stud Alignment Panel

Tools required:

You can use any of the following tools to remove the undercoating:

Needle Scaler, Multifunction Oscillating Tool, Knotted Wire Wheel, Heat Gun, Putty Knives, etc.
MIG welder with Argon/CO2 shield gas (recommended) with .023 or .030 wire. Flux-wire MIG, AC Arc
Welding, or Brazing may also be used but is not recommended.

Body hammer
Grinding wheel
Degreaser
Paint

Introduction –

Congratulations on your selection of Elephant Racing Rear Spring Plate Mount Reinforcement Panels. These panels will help prevent or repair the cracks that typically appear at the spring plate cover mounts often resulting from worn, deformed, or stuck bushings in the cover.

Elephant Racing Rear Spring Plate Mount Reinforcement Panels are precision laser-cut and formed 18 gauge panels that distribute the spring plate cover loads into the torsion tube housing and multi-layer sheet metal just beyond the original mounting boss locations. This would also be a good time to replace your bushings or upgrade to Elephant Racing's PolyBronze spring plate bushings.



Cracks at Spring Plate Mounts

Step-by-Step Installation -

1 – Disassembly

Securely support the car on jack stands and remove the rear spring plates and torsion bars according to the procedure outlined in the factory manual.

**2 –Prep The Area For Welding**

Remove all undercoating, paint, galvanizing and corrosion within and slightly beyond the work area. Inspect the area for the extent of damage, if any.

CAUTION: PRIOR TO WELDING, REMOVE FLAMMABLE AND COMBUSTIBLE MATERIALS FROM THE WORK AREA. ASSURE THAT THERE IS ADEQUATE VENTILATION.

**3 – Pre-weld Fitting**

Weld up all existing cracks. Cracks should be continuous welded and ground flat to ensure a flush fit between the original metal and the reinforcement panel.

Test fit the reinforcement panels to the body. Ensure the formed lip on the reinforcement panel fits into the recess around the torsion tube. Trim the panel or remove some of the existing weld as needed. Install the Mounting Stud Alignment Panel to help maintain mounting stud alignment.

Note: Later cars have a larger weld on the bottom mount. To accommodate this mount, break off the inner ring. If yours has the smaller weld, retain the ring and be sure to weld up the gap.



3 – Welding

Tack weld the reinforcement panel in place. Press the panel to the body while tacking to eliminate gaps. Form with body hammer blows to wrap the lower tabs around the bottom of the body and flatten any large gaps that may remain around the edges.

"Skip" weld the panel to the body. Skip welding minimizes warpage by distributing the heat as evenly as possible. Apply a weld bead 1 to 1 1/2 inch long. Leave an unwelded interval of 3/4 to 1 inch before starting the next length of weld. Continue this pattern around the panel until the weld beads are end-to-end. Any gaps will allow dirt and moisture to penetrate, inviting corrosion.



4 – Cleaning And Painting

Remove any weld on the face of the torsion tube where the bushing sits.

Clean all slag and spatter after welding. Dress grind uneven welds and all sharp and protruding edges. A little effort here can make the reinforcement look like a factory installation.

Clean and degrease areas you will be painting. Painting should be done immediately after surface preparation. Use a good, high quality rust inhibiting primer and finish as desired.



5 – Reassembly

Reinstall the spring plates and adjust the suspension according to the procedures outlined in the factory manual.

Elephant Racing has a fine selection of bushing and spring plate products. This would be a convenient time to upgrade.





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