AMA3 - Reworking Various Threaded Connections on the Chassis (Recall Campaign)

Revision: This bulletin replaces bulletin Group 4 49/21 AMA3, dated March 31, 2021.

Model Year: **As of 2020 up to 2021**

Model Line: **911 (992)**
718 (982)

Concerns: **Hexagon clamping nut M12 x 1.5 on various threaded connections on the chassis**

Information: **There is a possibility that clamping nuts, on which the thread was not manufactured according to specifications, were installed on various threaded connections on the chassis on the affected vehicles.**

As a result, the required tightening torque was reached before the threaded connection was actually tightened fully when installing the clamping nuts. There is therefore no guarantee that the affected threaded connections will remain sufficiently tight over the service life of the vehicle.

Action required: Rework threaded connections on the front and rear axle.
On vehicles that have already been delivered to customers, the screwed components must also be checked for damage.

Information

Please note that different screw positions on the front and rear axle must be reworked on the affected vehicles.
The following specific campaign scopes have therefore been defined for reworking the threaded connections. Every vehicle is clearly assigned just one campaign scope.

The relevant **M12 x 1.5 fastening nuts must be replaced** on **all affected vehicles**, depending on the assigned scope.
In addition, the **relevant fastening screws** must also be replaced.
On vehicles on which **a component is screwed at the relevant screw point** (e.g. actuator or connecting link), depending on the assigned scope, the **thread on the relevant component must be checked** and the component may also have to be replaced, depending on the result of the check.

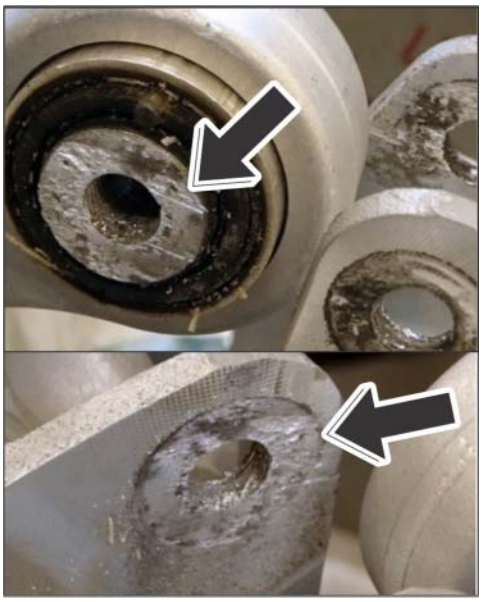
On vehicles that have **already been delivered to customers**, the **components that are screwed together** must **also** be **checked for damage** caused by **relative movements** while driving as installings, contact surfaces or bores on the individual components may have been damaged.
The relevant components may also have to be replaced, depending on the result of the check.

Example of a **damaged thread on the actuator**:
⇒*Damaged thread on actuator*

Damaged thread on actuator

Example of **damage caused by driving**: ⇒*Damage to component caused by driving*

For an overview of each of the assigned scopes, see list below.
The scope that is clearly assigned to an affected vehicle is shown in the PCSS vehicle information for this campaign.



Damage to component caused by driving

Scope 1: Reworking threaded joints on the rear axle

- Reworking bolts securing **connecting link (suspension / stabilizer) to left and right wheel bearing housing on the rear axle**
- Reworking bolts securing **spring strut clamps to left and right wheel bearing housing on the rear axle**

⇒*Technical Information 'Scope 1: Reworking threaded joints on the rear axle'*

Scope 2: Reworking threaded joints on front and rear axle

- Reworking bolts securing **lower trailing arm to front-axle cross member at the left and right on the front axle**
- Reworking bolts securing **connecting link (suspension / stabilizer) to left and right wheel bearing housing on the rear axle**
- Reworking bolts securing **spring strut clamps to left and right wheel bearing housing on the rear axle**

⇒*Technical Information 'Scope 2: Reworking threaded joints on front and rear axle'*

Scope 3: Reworking threaded joints on the rear axle

- Reworking bolts securing **lower front longitudinal arm to left and right wheel bearing housing on the rear axle**
- Reworking bolts securing **lower front longitudinal arm to left and right control arm bracket on the rear axle**
- Reworking bolts securing **lower trailing arm to left and right wheel bearing housing on the rear axle**

⇒ *Technical Information 'Scope 3: Reworking threaded joints on the rear axle'*

Scope 4: Reworking threaded joints on the rear axle

- Reworking bolts securing **(front) upper longitudinal arm to left and right rear axle carrier**
- Reworking bolts securing **(rear) upper trailing arm to left and right rear axle carrier**

⇒ *Technical Information 'Scope 4: Reworking threaded joints on the rear axle'*

Scope 5: Reworking threaded joints on the front axle

- Reworking bolts securing **spring strut clamps to left and right wheel bearing housing on the front axle**

Also on vehicles with **Porsche Dynamic Chassis Control (PDCC) (M-no. 1P7)**:

- Reworking bolts securing **connecting link (PDCC actuator) to left and right wheel bearing housing on the front axle**

⇒ *Technical Information 'Scope 5: Reworking threaded joints on the front axle'*

Scope 6: Reworking threaded joints on the front axle

- Reworking bolts securing **lower trailing arm to left and right front-axle cross member**

⇒ *Technical Information 'Scope 6: Reworking threaded joints on the front axle'*

Scope 7: Reworking threaded joints on the front and rear axle

- Reworking bolts securing **connecting link (suspension / stabilizer) to left wheel bearing housing on the front axle**
- Reworking bolts securing **lower front longitudinal arm to left wheel bearing housing on the rear axle**
- Reworking bolts securing **lower front longitudinal arm to left control arm bracket on the rear axle**

⇒*Technical Information 'Scope 7: Reworking threaded joints on front and rear axle at the left'*

Scope 8: Reworking threaded joints on the front and rear axle

- Reworking bolts securing **connecting link (PDCC actuator) to right wheel bearing housing on the front axle**
- Reworking bolts securing **lower trailing arm to left and right wheel bearing housing on the rear axle**

⇒ *Technical Information 'Scope 8: Reworking threaded joints on front and rear axle'*

Scope 9: Reworking threaded joints on the front and rear axle

- Reworking bolts securing **connecting link (PDCC actuator) to right wheel bearing housing on the front axle**
- Reworking bolts securing **lower front longitudinal arm to left wheel bearing housing on the rear axle**
- Reworking bolts securing **lower front longitudinal arm to left control arm bracket on the rear axle**

⇒ *Technical Information 'Scope 9: Reworking threaded joints on front and rear axle'*

Affected vehicles: Only vehicles assigned to the campaign (see also PCSS Vehicle Information). This campaign affects 395 vehicles.

Parts required

Parts Info: Clamping nuts required for all affected vehicles:

Part No.	Designation	Qty.
PAF909664	Lock nut, M12 x 1.5	Scope-specific

Information

Due to the different screw positions to be reworked on the front and rear axle of each vehicle, the required fastening nuts and screws are listed in the relevant scope.
All additional parts that are required must be determined independently in accordance with the Porsche Electronic Parts Catalogue (PET).

Required tools

Tools: **Generally required tools:**

- Torque wrench, 2-10 Nm (1.5-7.4 ftlb.), e.g. **VAG 1783 Torque wrench, 2-10 Nm (1.5-7.4 ftlb.)**
- Torque wrench, 6–50 Nm (4.5–37 ftlb.), e.g. **VAG 1331A Torque wrench, 6-50 Nm (4.5-37 ftlb.)**
- Torque wrench, 40-200 Nm (30-148 ftlb.), e.g. **TVAG 1332 orque wrench, 40-200 Nm (30-148 ftlb.)**

- Electronic torque angle torque wrench, 2-100 Nm (1.5-74 ftlb.), e.g. **9768 - Electronic torque wrench, 2-100 Nm (1.5-74 ftlb.)**
- Electronic torque angle torque wrench, 20-400 Nm (15-296 ftlb.), e.g. **VAS 6942 Torque angle torque wrench, 20-400 Nm (15-296 ftlb.)**
- Engine and gearbox jack, e.g. **VAS 6931 - Engine and gearbox jack**

Information

Due to the different screw positions to be reworked on the front and rear axle of each vehicle, the additional tools required are listed in the relevant scope.

Scope 1: Reworking threaded joints on the rear axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Spring strut clamp to wheel bearing housing – Connecting link to wheel bearing housing	4 ea.
9A700867700	⇒ Hexagon-head bolt, M12 x 1.5 x 80 – Spring strut clamp to wheel bearing housing	2 ea.

Additional parts required for **718 Cayman GT4 / 718 Spyder** vehicles:

99907287701	⇒ Hexagon-head bolt, M12 x 1.5 x 95 – Trailing arm to rear wheel bearing housing	2 ea.
PAF909664	⇒ Hexagon collar nut, M12 x 1.5 – Toe control arm to rear wheel bearing housing	2 ea.

Additional parts required **in certain cases:**

99734306904	⇒ Connecting link – rear left	1 ea.
and / or		
99734307004	⇒ Connecting link – rear right	1 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	Designation – Use	Qty.
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 2 g/ 0.07 oz required per vehicle)

Tools: **Additional tool required for 718 Cayman GT4 / 718 Spyder:**

- **9560 - Press-out tool**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove rear wheel at the left and right. ⇒*Workshop Manual '440519 Removing and installing wheel'*

3 Replace the following threaded connections on the **rear axle at the left and right**:

- **Clamped connection between spring strut and wheel bearing housing**
- **Bolts securing connecting link to wheel bearing housing**

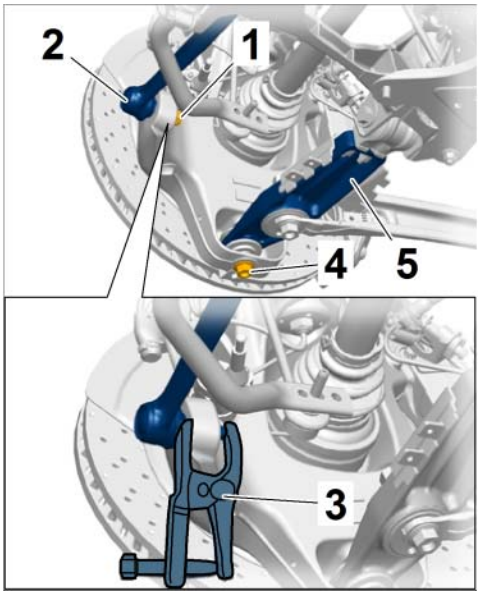
Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 **Only for 718 Cayman GT4 / 718 Spyder:**
Detach wheel bearing housing.

3.1.1 Screw off fastening nut ⇒ *Toe control arm and trailing arm* **-1-**.

3.1.2 Detach toe control arm ⇒ *Toe control arm and trailing arm* **-2-** from the wheel bearing housing using press-out tool **9560 - press-out tool** ⇒ *Toe control arm and trailing arm* **-3-**.

3.1.3 Unscrew screw ⇒ *Toe control arm and trailing arm* **-4-** and loosen trailing arm ⇒ *Toe control arm and trailing arm* **-5-**.

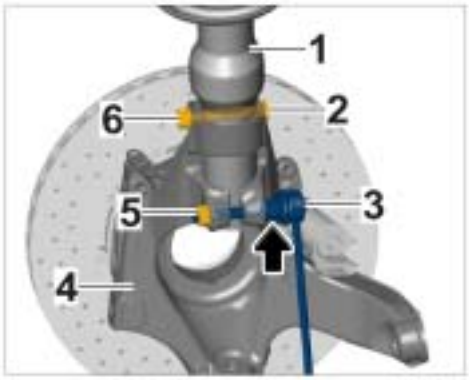


Toe control arm and trailing arm

3.2 Support the wheel bearing housing using a suitable engine and gearbox jack.
On vehicles with PCCB brake discs, make sure not to damage the brake disc.

3.3 Loosen and unscrew fastening nut ⇒ *Spring strut to wheel bearing housing* **-6-** for the **spring strut clamp**, then remove the clamping screw ⇒ *Spring strut to wheel bearing housing* **-2-** from the wheel bearing housing.

Only for 718 Cayman GT4 / 718 Spyder:
To do this, turn the wheel bearing housing on the spring strut until the screw ⇒ *Spring strut to wheel bearing housing* **-2-** can be removed.



Spring strut to wheel bearing housing

3.4 Insert a new clamping screw ⇒ *Spring strut to wheel bearing housing* **-2-**.

Only for 718 Cayman GT4 / 718 Spyder:
Position wheel bearing housing in installation position on the spring strut.

Then install a new fastening nut ⇒ *Spring strut to wheel bearing housing* **-6-** and tighten.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +180°

3.5 **Only for 718 Cayman GT4 / 718 Spyder:**
Secure trailing arm and toe control arm to wheel bearing housing.

3.5.1 Lower engine and gearbox jack.

3.5.2 Position toe control gear on wheel bearing housing, screw on new fastening nut⇒ *Toe control arm and trailing arm* **-1-** and tighten.
Tightening torque 85 Nm (63 ftlb.)

3.5.3 Position trailing arm on wheel bearing housing, install new fastening screw ⇒ *Toe control arm and trailing arm* **-2-** and tighten.
Tightening torque 120 Nm (89 ftlb.)

3.5.4 Support wheel bearing housing using engine and gearbox jack.

3.6 Loosen and unscrew fastening nut ⇒ *Spring strut to wheel bearing housing* **-5-** for the **connecting link**⇒ *Spring strut to wheel bearing housing* **-3-**. Counter at the flat surface of connecting link ⇒ *Spring strut to wheel bearing housing* **-Arrow-** while doing this.

3.7 Pull connecting link out of the wheel bearing housing and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒ *Workshop Manual '429119 Removing and installing connecting link for anti-roll bar'*

3.8 Secure connecting link with a new fastening nut ⇒ *Spring strut to wheel bearing housing* **-5-** on the wheel bearing housing.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +180°

3.9 Lower the engine and gearbox jack and remove it.

3.10 Repeat the procedure on the **other side of the vehicle**.

4 Install rear wheel at the left and right. ⇒ *Workshop Manual '440519 Removing and installing wheel'*

5 Lower the vehicle and remove it from the lifting platform.

6 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 1** under ⇒ *Technical Information '440519 Warranty processing'*.

Scope 2: Reworking threaded joints on front and rear axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Lower trailing arm to front-axle carrier – Spring strut clamp to wheel bearing housing – Connecting link to wheel bearing housing	6 ea.
9A700867700	⇒ Hexagon-head bolt, M12 x 1.5 x 80 – Spring strut clamp to wheel bearing housing	2 ea.

Additional parts required for **718 Cayman GT4 / 718 Spyder** vehicles:

99907287601	⇒ Hexagon-head bolt, M12 x 1.5 x 95 – Lower trailing arm to front-axle carrier	2 ea.
99907287701	⇒ Hexagon-head bolt, M12 x 1.5 x 95 – Trailing arm to rear wheel bearing housing	2 ea.
PAF909664	⇒ Hexagon collar nut, M12 x 1.5 – Rear-axle camber and toe eccentric adjuster – Toe control arm to rear wheel bearing housing	6 ea.

Additional parts required for **718 Cayman / 718 Boxster** vehicles (**excluding** 718 Cayman GT4 / 718 Spyder):

9A700820900	⇒ Hexagon-head bolt, M12 x 1.5 x 95 – Lower trailing arm to front-axle carrier	2 ea.
99908444501	⇒ Lock nut, M12 x 1.5 – Rear-axle camber and toe eccentric adjuster	4 ea.

Additional parts required **in certain cases:**

99734306904	⇒ Connecting link – rear left	1 ea.
and / or		
99734307004	⇒ Connecting link – rear right	1 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	Designation – Use	Qty.
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 4 g/ 0.14 oz required per vehicle)

Tools: **Additional tools required for this scope:**

- **9560 - Press-out tool**
- **9229/1 - Puller hook**
- **9626 - Insert for torque wrench**
- **9647 - Hook wrench**
- **9730 - Socket-wrench insert**
- **9847 - Socket-wrench insert**
- **VAS 6826 - Steering wheel balance**
- **VAS 6918 - Quick-clamping unit**
- **9900 - PIWIS Tester 3**
- Battery charger with a current rating of **at least 90 A** and, if required, **also** with a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 battery charger, 90A**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove all wheels. ⇒*Workshop Manual '440519 Removing and installing wheel'*

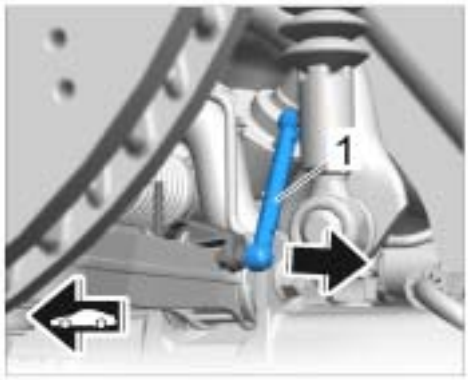
3 Replace the following threaded connections on the **front axle at the left and right**:

- **Bolts securing lower trailing arm to front-axle cross member**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Remove front underbody panelling. ⇒*Workshop Manual '519219 Removing and installing cover for front underbody'*

3.2 If installed, loosen the ball joint of the level sensor linkage ⇒*Ball joint on level sensor* **-1-** from the lower trailing arm.



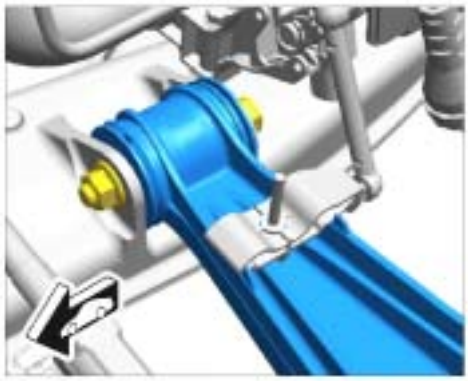
Ball joint on level sensor

3.3 Loosen and unscrew fastening screw securing lower trailing arm to front-axle cross member ⇒*Lower trailing arm to front-axle cross member*.
Counter at the fastening nut while doing this.

3.4 Install new fastening screw on the front-axle cross member and secure with a new fastening nut.
Initial tightening 70 Nm (52 ftlb.)
Final tightening +180°

3.5 If used, secure the ball joint of the level sensor linkage on the lower trailing arm.

3.6 Repeat the procedure on the **other side of the vehicle**.



Lower trailing arm to front-axle cross member

3.7 Install front underbody panelling. ⇒*Workshop Manual '519219 Removing and installing cover for front underbody'*

4 Replace the following threaded connections on the **rear axle at the left and right**:

- **Clamped connection between spring strut and wheel bearing housing**
- **Bolts securing connecting link to wheel bearing housing**

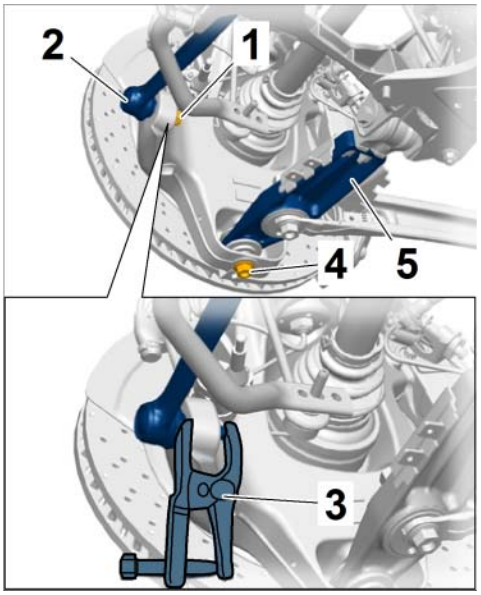
Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

4.1 **Only for 718 Cayman GT4 / 718 Spyder:**
Detach wheel bearing housing.

4.1.1 Screw off fastening nut ⇒ *Toe control arm and trailing arm* **-1-**.

4.1.2 Detach toe control arm ⇒ *Toe control arm and trailing arm* **-2-** from the wheel bearing housing using press-out tool **9560 - press-out tool** ⇒ *Toe control arm and trailing arm* **-3-**.

4.1.3 Unscrew screw ⇒ *Toe control arm and trailing arm* **-4-** and loosen trailing arm ⇒ *Toe control arm and trailing arm* **-5-**.



Toe control arm and trailing arm

4.2 Support the wheel bearing housing using a suitable engine and gearbox jack.
On vehicles with PCCB brake discs, make sure not to damage the brake disc.

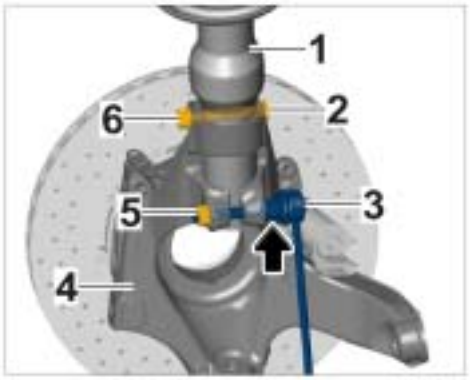
4.3 Loosen and unscrew fastening nut ⇒ *Spring strut to wheel bearing housing* **-6-** for the **spring strut clamp**, then remove the clamping screw ⇒ *Spring strut to wheel bearing housing* **-2-** from the wheel bearing housing.

Only for 718 Cayman GT4 / 718 Spyder:
To do this, turn the wheel bearing housing on the spring strut until the screw can be removed.

4.4 Insert a new clamping screw ⇒ *Spring strut to wheel bearing housing* **-2-**.

Only for 718 Cayman GT4 / 718 Spyder:
Position wheel bearing housing in installation position on the spring strut.

Then install a new fastening nut ⇒ *Spring strut to wheel bearing housing* **-6-** and tighten.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +180°



Spring strut to wheel bearing housing

4.5 **Only for 718 Cayman GT4 / 718 Spyder:**
Secure trailing arm and toe control arm to wheel bearing housing.

4.5.1 Lower engine and gearbox jack.

4.5.2 Position toe control gear on wheel bearing housing, screw on new fastening nut⇒ **-1-** and tighten.
Tightening torque 85 Nm (63 ftlb.)

4.5.3 Position trailing arm on wheel bearing housing, install new fastening screw ⇒**-2-** and tighten.
Tightening torque 120 Nm (89 ftlb.)

4.5.4 Support wheel bearing housing using engine and gearbox jack.

4.6 Loosen and unscrew fastening nut ⇒*Spring strut to wheel bearing housing* **-5-** for the **connecting link**⇒*Spring strut to wheel bearing housing* **-3-**. Counter at the flat surface of connecting link ⇒*Spring strut to wheel bearing housing* **-Arrow-** while doing this.

4.7 Pull connecting link out of the wheel bearing housing and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒*Workshop Manual '429119 Removing and installing connecting link for anti-roll bar'*

4.8 Secure connecting link with a new fastening nut ⇒*Spring strut to wheel bearing housing* **-5-** on the wheel bearing housing.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +180°

4.9 Lower the engine and gearbox jack and remove it.

4.10 Repeat the procedure on the **other side of the vehicle**.

5 Install all wheels. ⇒*Workshop Manual '440519 Removing and installing wheel'*

6 Perform suspension alignment.
⇒*Workshop Manual '449503 Suspension alignment, complete'*.
⇒*Workshop Manual '4495TW Adjustment values for suspension alignment'*.

7 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 2** under ⇒*Technical Information '4495TW Warranty processing'*.

Scope 3: Reworking threaded joints on the rear axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Lower front longitudinal arm to control arm bracket – Lower front longitudinal arm to wheel bearing housing – Lower trailing arm to wheel bearing housing	6 ea.
PAF008675	⇒ Hexagon-head bolt, M12 x 1.5 x 90 – Lower front longitudinal arm to control arm bracket – Lower front longitudinal arm to wheel bearing housing	4 ea.
PAF008674	⇒ Hexagon-head bolt, M12 x 1.5 x 105 – Lower trailing arm to wheel bearing housing	2 ea.
WHT008676	⇒ Hexagon-head bolt, M12 x 1.5 x 45 – Struts	4 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	Designation – Use	Qty.
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 10 g/ 0.35 oz required per vehicle)

Tools: **Additional tools required for this scope:**

- **VAS 6494 - Torque screwdriver, 1.5-3 Nm (1-2 ftlb.)**
- **9229/1 - Puller hook**
- **9730 - Socket-wrench insert**
- **VAS 6826 - Steering wheel balance**
- **VAS 6918 - Quick-clamping unit**
- **9900 - PIWIS Tester 3**
- Battery charger with a current rating of **at least 90 A** and, if required, **also** with a **current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 battery charger, 90A**

Additional tools required for vehicles with central wheel bolt:

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installing trolley**
- **VAS 6830 - Wheel-alignment adapter for wheels with central lock**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove rear wheel at the left and right. ⇒*Workshop Manual '440519 Removing and installing wheel'*

3 Replace the following threaded connections on the **rear axle at the left and right**:

- **Bolts securing lower front longitudinal arm to control arm bracket**
- **Threaded joint securing lower front longitudinal arm to wheel bearing housing**
- **Bolts securing lower trailing arm to wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Remove lower front longitudinal arm with control arm bracket.
To do this, the relevant bolts securing the lower trailing arm to the wheel bearing housing must be loosened.
For instructions, see: ⇒*Workshop Manual '423619 Removing and installing control arm'*

3.2 Loosen threaded joint securing the lower front longitudinal arm to the control arm bracket and tighten again with a new fastening screw and nut.
For instructions, see: ⇒*Workshop Manual '423655 Replacing control arm'*

3.3 Install lower front longitudinal arm with control arm bracket.
To do this, use new fastening screws and nuts for securing the longitudinal arm and trailing arm to the wheel bearing housing.
For instructions, see: ⇒*Workshop Manual '423619 Removing and installing control arm'*

3.4 Repeat the procedure on the **other side of the vehicle**.

4 Install rear wheel at the left and right. ⇒*Workshop Manual '440519 Removing and installing wheel'*

5 Lower the vehicle and remove it from the lifting platform.

6 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 3** under ⇒*Technical Information '440519 Warranty processing'*.

Scope 4: Reworking threaded joints on the rear axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – (Front) upper longitudinal arm to rear axle carrier – (Rear) upper trailing arm to rear axle carrier – Lower trailing arm to wheel bearing housing	6 ea.
9A700867700	⇒ Hexagon-head bolt, M12 x 1.5 x 80 – (Front) upper longitudinal arm to rear axle carrier – (Rear) upper trailing arm to rear axle carrier	4 ea.
PAF008674	⇒ Hexagon-head bolt, M12 x 1.5 x 105 – Lower trailing arm to wheel bearing housing	2 ea.
PAF008735	⇒ Hexagon-head bolt, M12 x 1.5 x 95 – Rear-axle cross member to outer body	2 ea.
PAF008673	⇒ Hexagon-head bolt, M12 x 1.5 x 110 – Rear-axle cross member to inner body	2 ea.
WHT008727	⇒ Cheese head bolt – Drive shaft to transmission flange	12 ea.
9A740735700	⇒ Plate – Drive shaft to transmission flange	6 ea.
WHT008676	⇒ Hexagon-head bolt, M12 x 1.5 x 45 – Struts	4 ea.
PAF008955	⇒ O-ring – Turbocharger intake pipe	2 ea.
992129260	⇒ Hose clamp – Turbocharger intake pipe	2 ea.

Additionalvehicle-specific parts required:

PAF007957	⇒ Hexagon nut, M10 – Connecting link to anti-roll bar – **Without** PDCC (M-no. 1P0)	2 ea.

or

9A700781900	⇒ Hexagon nut, M12 – Connecting link to anti-roll bar – **PDCC (M-no. 1P7)**	2 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	Designation – Use	Qty.
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 10 g/ 0.35 oz required per vehicle)

Tools: **Additional tools required for this scope:**

- **VAS 6494 - Torque screwdriver, 1.5-3 Nm (1-2 ftlb.)**
- **9229/1 - Puller hook**
- **9730 - Socket-wrench insert**
- **VAS 6826 - Steering wheel balance**
- **VAS 6918 - Quick-clamping unit**

Additional tools required for vehicles with central wheel bolt:

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installng trolley**
- **VAS 6830 - Wheel-alignment adapter for wheels with central lock**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove rear wheel at the left and right. ⇒*Workshop Manual '440519 Removing and installing wheel'*

3 Remove intake manifold at the left and right. ⇒*Workshop Manual '212419 Removing and installing intake manifold'*

WARNING

Chassis setup changed after loosening the eccentric adjusting screws

- **Uncontrollable or unexpected vehicle handling**
- **Increased tyre wear**

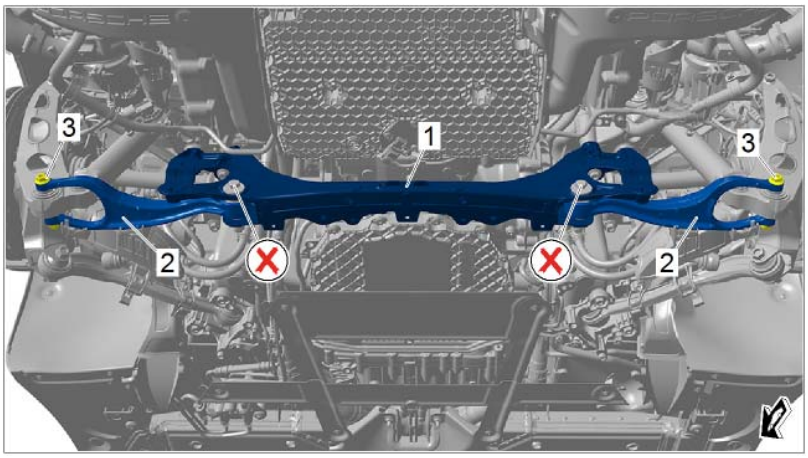
⇒ **Do not loosen eccentric adjusting screws for trailing arm when removing the rear-axle cross member.**

⇒ **If the eccentric adjusting screws were loosened, perform a complete suspension alignment and adjust the chassis to the specified values.**

⇒ **Marking the adjusting screws and setting them afterwards to the previously applied marking is not permitted.**

4 Remove rear-axle cross member ⇒*Removing rear-axle cross member with lower trailing arm* **-1-** together with the lower trailing arms ⇒*Removing rear-axle cross member with lower trailing arm* **-2-**.

Do **not** loosen the **eccentric adjusting screws** for the camber at the threaded joint of the trailing arm on the cross member, but only loosen the threaded joint ⇒*Removing rear-axle cross member with lower trailing arm* **-3-** on the lower trailing arm at the wheel carriers.
However, if the threaded joint of the trailing arm on the rear-axle cross member is loosened, complete suspension alignment must always be performed.



Removing rear-axle cross member with lower trailing arm

For instructions, see:
⇒*Workshop Manual '420619 Removing and installing rear axle carrier'*
⇒*Workshop Manual '421119 Removing and installing trailing arm'*

Information

- The **inner fastening screws** for the rear-axle cross member **cannot be removed initially** when the trailing arms are installed. These can only be removed when the rear-axle cross member is removed and the trailing arms are pressed down. Get another mechanic to help you with this if necessary.
- The anti-roll bar is removed together with the rear-axle cross member. Only the connecting links on the anti-roll bar must be loosened.

5 Replace the following threaded connections on the **rear axle at the left and right**:

- **Bolts securing (front) upper longitudinal arm to rear axle carrier**
- **Bolts securing (rear) upper trailing arm to rear axle carrier**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

5.1 Loosen (front) upper longitudinal arm on the rear axle carrier.
For instructions, see: ⇒*Workshop Manual '42351951 Removing and installing upper control arm (front)'*

5.2 Loosen (rear) upper trailing arm on the rear axle carrier and then secure with a new fastening screw and nut.
For instructions, see: ⇒*Workshop Manual '42351953 Removing and installing upper control arm (rear)'*

5.3 Secure (front) upper longitudinal arm with a new fastening screw and nut.
For instructions, see: ⇒*Workshop Manual '42351951 Removing and installing upper control arm (front)'*

6 Install rear axle carrier together with the lower trailing arms.
For instructions, see:
⇒*Workshop Manual '420619 Removing and installing rear axle carrier'*
⇒*Workshop Manual '421119 Removing and installing trailing arm'*

7 Install intake pipe at the left and right ⇒*Workshop Manual '212419 Removing and installing intake pipe'*.

8 Install rear wheel at the left and right ⇒*Workshop Manual '440519 Removing and installing wheel'*.

9 Lower the vehicle and remove it from the lifting platform.

10 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 4** under ⇒*Technical Information '440519 Warranty processing'*.

Scope 5: Reworking threaded joints on the front axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Connecting link to wheel bearing housing (without PDCC) – Spring strut clamp to wheel bearing housing (PDCC, M-no. 1P7) – Actuator to adapter (PDCC, M-no. 1P7)	4 ea.

Additional parts required for vehicles with **PDCC (M-no. 1P7)**:

PAF008742	⇒ Hexagon-head bolt, M12 x 1.5 x 70 – Spring strut clamp to wheel bearing housing (PDCC, M-no. 1P7)	2 ea.

Additional parts required for vehicles **without** PDCC in certain cases:

9P1411317	⇒ Connecting link – front left	1 ea.
PAF007957	⇒ Hexagon nut, M10 – Front left connecting link to anti-roll bar	1 ea.

and / or

9P1411318	⇒ Connecting link – front right	1 ea.
PAF007957	⇒ Hexagon nut, M10 – Front right connecting link to anti-roll bar	1 ea.

Additional parts required for vehicles with **PDCC in certain cases (M-no. 1P7)**:

9P1616215A	⇒ Damper for connecting link – front left	1 ea.
9A700781900	⇒ Hexagon nut, M12 – Front left connecting link to anti-roll bar	1 ea.
9P1411675	⇒ Seal – Front left pressure lines to connecting link	2 ea.

and / or

9P1616215A	⇒ Damper for connecting link – front right	1 ea.
9A700781900	⇒ Hexagon nut, M12 – Front right connecting link to anti-roll bar	1 ea.
9P1411675	⇒ Seal – Front right pressure lines to connecting link	2 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	**Designation – Use**	**Qty.**
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 10 g/ 0.35 oz required per vehicle)

Additional materials required for vehicles with **PDCC in certain cases (M-no. 1P7)**:

00004330574	⇒ Pentosin – Damper for connecting link	1 liter/ 33.8 fl oz container (approx. 200 milliliter/ 6.76 fl oz required per vehicle)

Tools: **Additional tools required for vehicles with central wheel bolt:**

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installing trolley**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove left and right front wheel. ⇒*Workshop Manual '440519 Removing and installing wheel'*

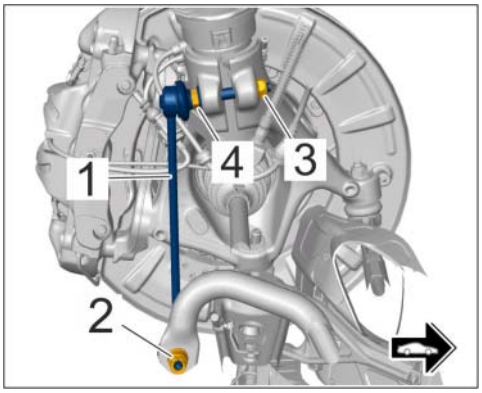
3 Replace the following threaded connections on the **front axle at the left and right**:

- **Clamped connection between spring strut and wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Support the wheel bearing housing using a suitable engine and gearbox jack. On vehicles with PCCB brake discs, make sure not to damage the brake disc.

3.2 Loosen and unscrew fastening nut ⇒ *Spring strut to wheel bearing housing* **-3-** on spring strut clamp.
For vehicles with a **conventional anti-roll bar**, counter at the flat surface ⇒ *Spring strut to wheel bearing housing* **-4-** of the connecting link ⇒ *Spring strut to wheel bearing housing* **-1-** while doing this.
Please note: The fastening nut ⇒ *Spring strut to wheel bearing housing* **-2-** is **not affected** and must not be loosened.



Spring strut to wheel bearing housing

3.3 **Only for vehicles with conventional anti-roll bar: Pull**
connecting link out of the wheel bearing housing and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒ *Workshop Manual '407819 Removing and installing connecting link for anti-roll bar'*

3.4 **Only for vehicles with Porsche Dynamic Chassis Control PDCC (M-no. 1P7): Remove**
clamping screw from the wheel bearing housing and insert a new clamping screw.

3.5 Screw on and tighten new fastening nut ⇒ *Spring strut to wheel bearing housing* **-3-**.
For vehicles with a **conventional anti-roll bar**, counter at the flat surface ⇒ *Spring strut to wheel bearing housing* **-4-** of the connecting link ⇒ *Spring strut to wheel bearing housing* **-1-** while doing this.
Initial tightening 40 Nm (30 ftlb.)
Final tightening +180°

3.6 Lower the engine and gearbox jack and remove it.

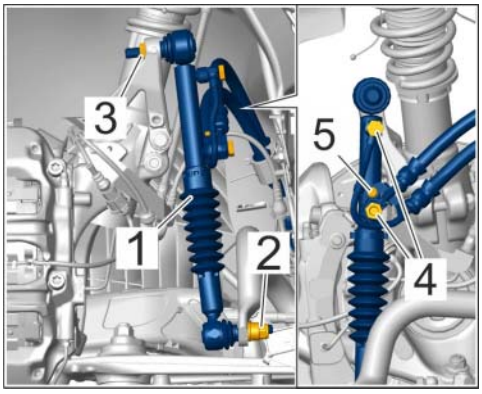
3.7 Repeat the procedure on the **other side of the vehicle**.

4 **Also** on vehicles **with Porsche Dynamic Chassis Control PDCC (M-no. 1P7)**:
Replace the following threaded connections on the **front axle at the left and right**:

- **Bolts securing connecting link (PDCC actuator) to wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

4.1 Loosen and unscrew fastening nut ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-3-** for the connecting link (PDCC actuator) ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-1-** on the PDCC adapter.
Please note: The fastening nut ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-2-** is **not affected** and must not be loosened.



Mounting for connecting link for anti-roll bar (PDCC)

4.2 Pull connecting link (PDCC actuator) out of the PDCC adapter and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒ *Workshop Manual '407819 Removing and installing connecting link for anti-roll bar (PDCC)'*

4.3 Secure connecting link (PDCC actuator) on the PDCC adapter with a new fastening nut ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-3-**.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +50°

4.4 Repeat the procedure on the **other side of the vehicle**.

5 Install front wheel at the left and right: ⇒ *Workshop Manual '440519 Removing and installing wheel'*

6 Lower the vehicle and remove it from the lifting platform.

7 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 5** under ⇒ *Technical Information '440519 Warranty processing'*.

Scope 6: Reworking threaded joints on the front axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Lower trailing arm to front-axle cross member	2 ea.
9A700820900	⇒ Hexagon-head bolt, M12 x 1.5 x 95 – Lower trailing arm to front-axle cross member	2 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	Designation – Use	Qty.
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 10 g/ 0.35 oz required per vehicle)

Tools: **Additional tools required for vehicles with central wheel bolt:**

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installing trolley**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it: ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove left and right front wheel: ⇒*Workshop Manual '440519 Removing and installing wheel'*

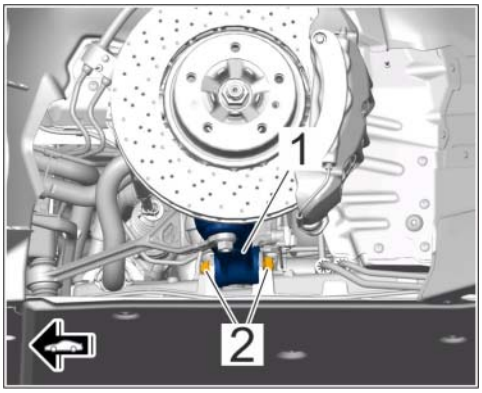
3 Replace the following threaded connections on the **front axle at the left and right**:

- **Bolts securing lower trailing arm to front-axle cross member**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Loosen lower trailing arm ⇒ *Mounting for lower trailing arm on front-axle cross member* **-1-** on the front axle cross member and then secure with a new fastening screw and nut ⇒ *Mounting for lower trailing arm on front-axle cross member* **-2-**.
For instructions, see: ⇒ *Workshop Manual '401719 Removing and installing lower trailing arm'*

3.2 Repeat the procedure on the **other side of the vehicle**.



Mounting for lower trailing arm on front-axle cross member

4 Install front wheel at the left and right. ⇒ *Workshop Manual '440519 Removing and installing wheel'*

5 Lower the vehicle and remove it from the lifting platform.

6 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 6** under ⇒ *Technical Information '440519 Warranty processing'*.

Scope 7: Reworking threaded joints on front and rear axle at the left

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Lower front longitudinal arm to control arm bracket – Lower front longitudinal arm to wheel bearing housing – Lower trailing arm to wheel bearing housing – Connecting link to wheel bearing housing	4 ea.
PAF008675	⇒ Hexagon-head bolt, M12 x 1.5 x 90 – Lower front longitudinal arm to control arm bracket – Lower front longitudinal arm to wheel bearing housing	2 ea.
PAF008674	⇒ Hexagon-head bolt, M12 x 1.5 x 105 – Lower trailing arm to wheel bearing housing	2 ea.

WHT008676	⇒ Hexagon-head bolt, M12 x 1.5 x 45 – Left strut	2 ea.

Additional parts required for vehicles with **PDCC (M-no. 1P7)**:

PAF008742	⇒ Hexagon-head bolt, M12 x 1.5 x 70 – Spring strut clamp to wheel bearing housing (PDCC, M-no. 1P7)	2 ea.

Additional parts required for vehicles **without** PDCC in certain cases:

9P1411317	⇒ Connecting link – front left	1 ea.
PAF007957	⇒ Hexagon nut, M10 – Front left connecting link to anti-roll bar	1 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	**Designation** **– Use**	**Qty.**
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 10 g/ 0.35 oz required per vehicle)

Tools: **Additional tools required for this scope:**

- **VAS 6494 - Torque screwdriver, 1.5-3 Nm (1-2 ftlb.)**
- **9229/1 - Puller hook**
- **9730 - Socket-wrench insert**
- **VAS 6826 - Steering wheel balance**
- **VAS 6918 - Quick-clamping unit**

Additional tools required for vehicles with central wheel bolt:

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installing trolley**
- **VAS 6830 - Wheel-alignment adapter for wheels with central lock**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

2 Remove left front and rear wheel. ⇒*Workshop Manual '440519 Removing and installing wheel'*

3 Replace the following threaded connections on the **left-hand side of the vehicle**:

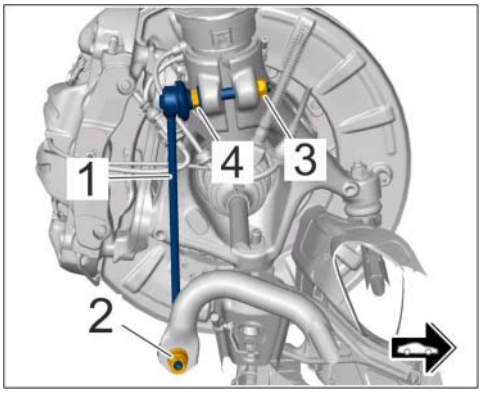
- **Bolts securing connecting link to wheel bearing housing on the front axle**
- **Bolts securing lower front longitudinal arm to control arm bracket on the rear axle**
- **Threaded joint securing lower front longitudinal arm to wheel bearing housing on the rear axle**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Replace bolts securing connecting link to wheel bearing housing **at the left** on the **front axle**.

3.1.1 Support the wheel bearing housing using a suitable engine and gearbox jack. On vehicles with PCCB brake discs, make sure not to damage the brake disc.

3.1.2 Loosen and unscrew fastening nut ⇒*Spring strut to wheel bearing housing* **-3-** for the connecting link/spring strut clamp.
Counter at the flat surface ⇒*Spring strut to wheel bearing housing* **-4-** of the connecting link ⇒*Spring strut to wheel bearing housing* **-1-** while doing this.
Please note: The fastening nut ⇒*Spring strut to wheel bearing housing* **-2-** is **not affected** and must not be loosened.



Spring strut to wheel bearing housing

3.1.3 Pull **connecting link** out of the wheel bearing housing and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒*Workshop Manual '407819 Removing and installing connecting link for anti-roll bar'*

3.1.4 Screw on and tighten new fastening nut ⇒ *Spring strut to wheel bearing housing* **-3-**.
Counter at the flat surface ⇒ *Spring strut to wheel bearing housing* **-4-** on the connecting link ⇒ *Spring strut to wheel bearing housing* **-1-** while doing this.
Initial tightening 40 Nm (30 ftlb.)
Final tightening +180°

3.1.5 Lower the engine and gearbox jack and remove it.

3.2 Replace bolts for the lower front longitudinal arm **at the left** on the **rear axle**.

3.2.1 Remove lower front longitudinal arm with control arm bracket.
For instructions: ⇒ *Workshop Manual '423619 Removing and installing control arm'*

3.2.2 Loosen threaded joint securing the lower front longitudinal arm to the control arm bracket and tighten again with a new fastening screw and nut.
For instructions, see: ⇒ *Workshop Manual '423655 Replacing control arm'*

3.2.3 Install lower front longitudinal arm with control arm bracket.
To do this, use new fastening screws and nuts for securing the longitudinal arm and trailing arm to the wheel bearing housing.
For instructions, see: ⇒ *Workshop Manual '423619 Removing and installing control arm'*

4 Install left front and rear wheel: ⇒ *Workshop Manual '440519 Removing and installing wheel'*

5 Lower the vehicle and remove it from the lifting platform.

6 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 7** under ⇒ *Technical Information '440519 Warranty processing'*.

Scope 8: Reworking threaded joints on front and rear axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Actuator to adapter (PDCC, M-no. 1P7) – Lower trailing arm to wheel bearing housing	3 ea.
PAF008674	⇒ Hexagon-head bolt, M12 x 1.5 x 105 – Lower trailing arm to wheel bearing housing	2 ea.

WHT008676	⇒ Hexagon-head bolt, M12 x 1.5 x 45 – Struts	4 ea.

Additional parts required for vehicles **without** PDCC in certain cases:

9P1411318	⇒ Connecting link – front right	1 ea.
PAF007957	⇒ Hexagon nut, M10 – Front right connecting link to anti-roll bar	1 ea.

Additional parts required for vehicles with **PDCC in certain cases (M-no. 1P7)**:

9P1616215A	⇒ Damper for connecting link – front right	1 ea.
9A700781900	⇒ Hexagon nut, M12 – Front right connecting link to anti-roll bar	1 ea.
9P1411675	⇒ Seal – Front right pressure lines to connecting link	2 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	**Designation** **– Use**	**Qty.**
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g tube (approx. 10 g/ 0.35 oz required per vehicle)

Additional materials required for vehicles with **PDCC in certain cases (M-no. 1P7)**:

00004330574	⇒ Pentosin – Damper for connecting link	1 liter/ 33.8 fl oz container (approx. 100 milliliter/ 3.38 fl oz required per vehicle)

Tools: **Additional tools required for this scope:**

- **VAS 6494 - Torque screwdriver, 1.5-3 Nm (1-2 ftlb.)**

Additional tools required for vehicles with central wheel bolt:

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installing trolley**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

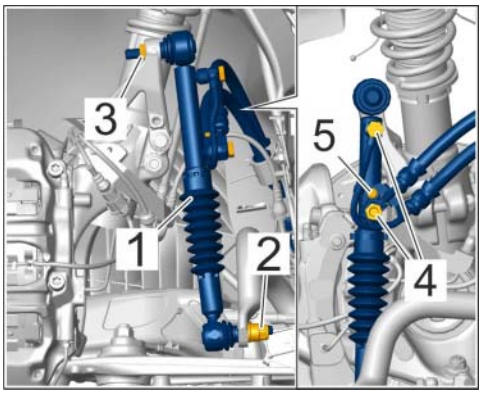
2 **Remove front right wheel** and **both rear wheels**. ⇒*Workshop Manual '440519 Removing and installing wheel'*

3 Replace the following threaded connection on the **front axle at the right**:

- **Bolts securing connecting link (PDCC actuator) to wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Loosen and unscrew fastening nut ⇒*Mounting for connecting link for anti-roll bar (PDCC)* **-3-** for the connecting link (PDCC actuator) ⇒*Mounting for connecting link for anti-roll bar (PDCC)* **-1-** on the PDCC adapter.
Please note: The fastening nut ⇒*Mounting for connecting link for anti-roll bar (PDCC)* **-2-** is **not affected** and must not be loosened.



Mounting for connecting link for anti-roll bar (PDCC)

3.2 Pull connecting link (PDCC actuator) out of the PDCC adapter and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒*Workshop Manual '407819 Removing and installing connecting link for anti-roll bar (PDCC)'*

3.3 Secure connecting link (PDCC actuator) on the PDCC adapter with a new fastening nut ⇒*Mounting for connecting link for anti-roll bar (PDCC)* **-3-**.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +50°

4 Replace the following threaded connections on the **rear axle at the left and right**:

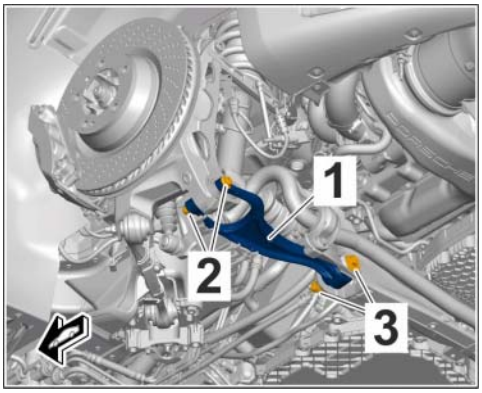
- **Bolts securing lower trailing arm to wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

4.1 Loosen and remove fastening screw and nut ⇒*Mounting for trailing arm* **-2-** on the lower trailing arm ⇒*Mounting for trailing arm* **-1-**.
Important: The eccentric screw ⇒*Mounting for trailing arm* **-3-** must **not be loosened**.

4.2 Install a new fastening screw on the lower trailing arm and secure with a new fastening nut.
Initial tightening 70 Nm (52 ftlb.)
Final tightening +180°

4.3 Repeat the procedure on the **other side of the vehicle**.



Mounting for trailing arm

5 **Install front right wheel** and **both rear wheels**. ⇒*Workshop Manual '440519 Removing and installing wheel'*

6 Lower the vehicle and remove it from the lifting platform.

7 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 8** under ⇒*Technical Information '440519 Warranty processing'*.

Scope 9: Reworking threaded joints on front and rear axle

Parts Info: **Parts required for this scope:**

Part No.	Designation – Use	Qty.
PAF909664	⇒ Lock nut, M12 x 1.5 – Lower front longitudinal arm to control arm bracket – Lower front longitudinal arm to wheel bearing housing – Lower trailing arm to wheel bearing housing – Actuator to adapter (PDCC, M-no. 1P7)	4 ea.
PAF008675	⇒ Hexagon-head bolt, M12 x 1.5 x 90 – Lower front longitudinal arm to control arm bracket – Lower front longitudinal arm to wheel bearing housing	2 ea.
PAF008674	⇒ Hexagon-head bolt, M12 x 1.5 x 105 – Lower trailing arm to wheel bearing housing	1 ea.
WHT008676	⇒ Hexagon-head bolt, M12 x 1.5 x 45 – Left strut	2 ea.

Additional parts required for vehicles **without** PDCC in certain cases:

9P1411318	⇒ Connecting link – front right	1 ea.
PAF007957	⇒ Hexagon nut, M10 – Front right connecting link to anti-roll bar	1 ea.

Additional parts required for vehicles with **PDCC in certain cases (M-no. 1P7)**:

9P1616215A	⇒ Damper for connecting link – front right	1 ea.
9A700781900	⇒ Hexagon nut, M12 – Front right connecting link to anti-roll bar	1 ea.
9P1411675	⇒ Seal – Front right pressure lines to connecting link	2 ea.

Materials: **Materials required for this scope** (usually already available at the Porsche dealer):

Part No.	Designation – Use	Qty.
00004330508	⇒ Mounting paste – Wheel centring surface to wheel hub	100 g/ 3,53 oz tube (approx. 10 g/ 0.35 oz required per vehicle)

Additional materials required for vehicles with **PDCC in certain cases (M-no. 1P7)**:

00004330574	⇒ Pentosin – Damper for connecting link	1 liter/ 33.8 fl oz container (approx. 100 milliliter/ 3.38 fl oz required per vehicle)

Tools: **Additional tools required for this scope:**

- **VAS 6494 - Torque screwdriver, 1.5-3 Nm (1-2 ftlb.)**
- **9229/1 - Puller hook**
- **9730 - Socket-wrench insert**
- **VAS 6826 - Steering wheel balance**
- **VAS 6918 - Quick-clamping unit**

Additional tools required for vehicles with central wheel bolt:

- **9794 - Assembly aid**
- **9796 - Socket wrench**
- **VAS 6266A - Wheel installing trolley**
- **VAS 6830 - Wheel-alignment adapter for wheels with central lock**

Work Procedure: 1 Move the vehicle onto a lifting platform and raise it. ⇒*Workshop Manual '4X00IN Lifting the vehicle'*

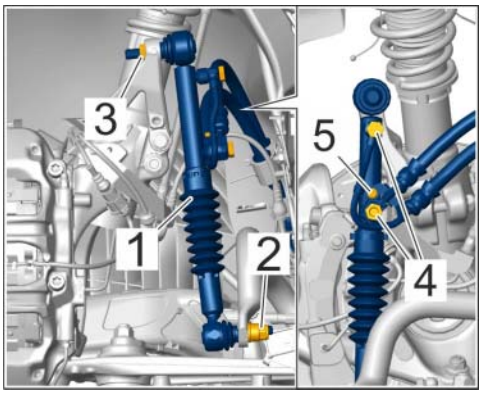
2 **Remove front right wheel** and **rear left wheel**. ⇒*Workshop Manual '440519 Removing and installing wheel'*

3 Replace the following threaded connection on the **front axle at the right**:

- **Bolts securing connecting link (PDCC actuator) to wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

3.1 Loosen and unscrew fastening nut ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-3-** for the connecting link (PDCC actuator) ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-1-** on the PDCC adapter.
Please note: The fastening nut ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-2-** is **not affected** and must not be loosened.



Mounting for connecting link for anti-roll bar (PDCC)

3.2 Pull connecting link (PDCC actuator) out of the PDCC adapter and check the thread of the connecting link.
To do this, screw a nut (M12 x 1.5, e.g. square nut, Part No. WHT002305) fully onto the thread. If the nut can be **screwed on and off easily**, the connecting link does **not** have to be replaced.
If the **thread of the connecting link is damaged**, a new **connecting link** must be installed. For instructions, see:
⇒ *Workshop Manual '407819 Removing and installing connecting link for anti-roll bar (PDCC)'*

3.3 Secure connecting link (PDCC actuator) on the PDCC adapter with a new fastening nut ⇒ *Mounting for connecting link for anti-roll bar (PDCC)* **-3-**.
Initial tightening 50 Nm (37 ftlb.)
Final tightening +50°

4 Replace the following threaded connections on the **rear axle at the left**:

- **Bolts securing lower front longitudinal arm to control arm bracket**
- **Threaded joint securing lower front longitudinal arm to wheel bearing housing**

Also only for vehicles that have already been delivered to customers: After removing the relevant bolts, perform a **visual inspection** for **signs of damage caused by driving** in the area around the relevant screw points.
The **relevant components may also have to be replaced**, depending on the result of the check.

4.1 Remove lower front left longitudinal arm with control arm bracket.
For instructions: ⇒ *Workshop Manual '423619 Removing and installing control arm'*

4.2 Loosen threaded joint securing the lower front longitudinal arm to the control arm bracket and tighten again with a new fastening screw and nut.
For instructions, see: ⇒ *Workshop Manual '423655 Replacing control arm'*

4.3 Install lower front left longitudinal arm with control arm bracket.
To do this, use new fastening screws and nuts for securing the longitudinal arm and trailing arm to the wheel bearing housing.
For instructions, see: ⇒ *Workshop Manual '423619 Removing and installing control arm'*

5 **Install front right wheel** and **rear left wheel**. ⇒*Workshop Manual '440519 Removing and installing wheel'*

6 Lower the vehicle and remove it from the lifting platform.

7 Enter the campaign in the Warranty and Maintenance booklet.

End of action required

For warranty processing, see **General information on warranty processing** and **Scope 9** under ⇒*Technical Information '440519 Warranty processing'*.

Warranty processing

Information:

Information

The specified working times were determined specifically for carrying out this campaign and include all required preliminary and subsequent work.
The working times may differ from the working times published in the Labor Operation List in PCSS.

General information on warranty processing

The scopes listed below for this measure include **all the parts and work required** to **replace** the affected threaded joints.
If the inspection for consequential damage reveals the need to replace individual components, all work and required additional parts are **not** included and must be recorded separately at a later date.

For this campaign, please always invoice the assigned scope using a regular campaign claim in WWS.

If individual components must also be replaced due to **consequential damage**, any **labor costs incurred and additional costs for necessary parts over and above the relevant scope** must then be billed using a **reimbursement claim** for the original campaign claim for this campaign.

Scope 1: **Reworking threaded joints on the rear axle**

Working time:

Reworking threaded joints on the rear axle		Labor time: **122 TU**
Includes:	Removing and installing both rear wheels	
	Visually inspecting screwed components for damage	

Parts required:

PAF909664	Lock nut, M12 x 1.5	4 ea.
9A700867700	Hexagon-head bolt, M12 x 1.5 x 80	2 ea.

Additional parts required for **718 Cayman GT4 / 718 Spyder** vehicles:

99907287701	Hexagon-head bolt, M12 x 1.5 x 95	2 ea.
PAF909664	Hexagon collar nut, M12 x 1.5	2 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.02 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 2: **Reworking threaded joints on front and rear axle**

Working time:

Reworking threaded joints on front and rear axle — Labor time: **344 TU**

Includes:
- Removing and installing both front and rear wheels
- Removing and installing front cover
- Visually inspecting screwed components for damage
- Performing front + rear suspension alignment
- Adjusting vehicle at front + rear

Parts required:

PAF909664	Lock nut, M12 x 1.5	6 ea.
9A700867700	Hexagon-head bolt, M12 x 1.5 x 80	2 ea.

Additional parts required for **718 Cayman GT4 / 718 Spyder** vehicles:

99907287601	Hexagon-head bolt, M12 x 1.5 x 95	2 ea.
99907287701	Hexagon-head bolt, M12 x 1.5 x 95	2 ea.
PAF909664	Hexagon collar nut, M12 x 1.5	6 ea.

Additional parts required for **718 Cayman / 718 Boxster** vehicles (**excluding** 718 Cayman GT4 / 718 Spyder)

9A700820900	Hexagon-head bolt, M12 x 1.5 x 95	2 ea.
99908444501	Lock nut, M12 x 1.5	4 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.04 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 3: **Reworking threaded joints on the rear axle**

Working time:

Reworking threaded joints on the rear axle — Labor time: **422 TU**

Includes:
- Removing and installing both rear wheels
- Removing and installing struts
- Removing and installing control arm
- Visually inspecting screwed components for damage
- Performing front + rear suspension alignment
- Adjusting vehicle at front + rear

Parts required:

PAF909664	Lock nut, M12 x 1.5	6 ea.
PAF008675	Hexagon-head bolt, M12 x 1.5 x 90	4 ea.
PAF008674	Hexagon-head bolt, M12 x 1.5 x 105	2 ea.
WHT008676	Hexagon-head bolt, M12 x 1.5 x 45	4 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 4: **Reworking threaded joints on the rear axle**

Working time:

Reworking threaded joints on the rear axle — Labor time: **326 TU**

Includes:
- Removing and installing both rear wheels
- Removing and installing intake manifold
- Removing and installing rear axle carrier
- Removing and installing upper control arm
- Visually inspecting screwed components for damage

Parts required:

PAF909664	Lock nut, M12 x 1.5	6 ea.
9A700867700	Hexagon-head bolt, M12 x 1.5 x 80	4 ea.
PAF008674	Hexagon-head bolt, M12 x 1.5 x 105	2 ea.
PAF008735	Hexagon-head bolt, M12 x 1.5 x 95	2 ea.
PAF008673	Hexagon-head bolt, M12 x 1.5 x 110	2 ea.
WHT008727	Cheese head bolt	12 ea.
9A740735700	Plate	6 ea.
WHT008676	Hexagon-head bolt, M12 x 1.5 x 45	4 ea.
PAF008955	O-ring	2 ea.
992129260	Hose clamp	2 ea.
PAF007957	Hexagon nut, M10 (M-no. E0A, 1P0)	2 ea.
or		
9A700781900	Hexagon nut, M12 (M-no. 1P7)	2 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 5: **Reworking threaded joints on the front axle**

Working time:

Reworking threaded joints on the front axle — Labor time: **83 TU**

Includes: Removing and installing both front wheels
Visually inspecting screwed components for damage

Parts required:

PAF909664	Lock nut, M12 x 1.5	2 ea.

Also for vehicles with **PDCC (M-no. 1P7):**

PAF909664	Lock nut, M12 x 1.5	2 ea.
PAF008742	Hexagon-head bolt, M12 x 1.5 x 70	2 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 6: **Reworking threaded joints on the front axle**

Working time:

Reworking threaded joints on the front axle — Labor time: **99 TU**

Includes: Removing and installing both front wheels
Visually inspecting screwed components for damage

Parts required:

PAF909664	Lock nut, M12 x 1.5	2 ea.
9A700820900	Hexagon-head bolt, M12 x 1.5 x 95	2 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 7: **Reworking threaded joints on front and rear axle at the left**

Working time:

Reworking threaded joints on front and rear axle at the left — Labor time: **110 TU**

Includes: Removing and installing one front and one rear wheel
Removing and installing control arm
Visually inspecting screwed components for damage

Parts required:

PAF909664	Lock nut, M12 x 1.5	4 ea.
PAF008675	Hexagon-head bolt, M12 x 1.5 x 90	2 ea.
PAF008674	Hexagon-head bolt, M12 x 1.5 x 105	2 ea.
WHT008676	Hexagon-head bolt, M12 x 1.5 x 45	2 ea.

Also for vehicles with **PDCC (M-no. 1P7):**

PAF909664	Lock nut, M12 x 1.5	2 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 8: **Reworking threaded joints on front and rear axle**

Working time:

Reworking threaded joints on front and rear axle — Labor time: **111 TU**

Includes: Removing and installing one front wheel and both rear wheels
Visually inspecting screwed components for damage

Parts required:

PAF909664	Lock nut, M12 x 1.5	3 ea.
PAF008674	Hexagon-head bolt, M12 x 1.5 x 105	2 ea.
WHT008676	Hexagon-head bolt, M12 x 1.5 x 45	4 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**

Scope 9: **Reworking threaded joints on front and rear axle at the left**

Working time:

Reworking threaded joints on front and rear axle — Labor time: **108 TU**

Includes: Removing and installing one front and one rear wheel
Removing and installing control arm
Visually inspecting screwed components for damage

Parts required:

PAF909664	Lock nut, M12 x 1.5	4 ea.
PAF008675	Hexagon-head bolt, M12 x 1.5 x 90	2 ea.
PAF008674	Hexagon-head bolt, M12 x 1.5 x 105	1 ea.
WHT008676	Hexagon-head bolt, M12 x 1.5 x 45	2 ea.

Required materials (usually already available at the Porsche dealer):

00004330508	Mounting paste, 100 g/ 3,53 ozram/ 3.53 oz tube	0.1 ea.

⇒ **Damage Code AMA3 099 000 2**