

We're starting the process!!!

Posted by michaelreich - 24 Jul 2009 09:45

I have owned a 944 or 951 (or both) since 1982.

My son is in college, so it is time for us to go racing. We got our junker '84 and are ready to build. Both of us have to go to driver's school, so we are not in a great hurry to be competitive, just safe.

Bad news, I sold my 9201 tool about two years ago. How does everyone tension their timing belt?

Thanks,

Michael

=====

Re:We're starting the process!!!

Posted by 944cer - 28 Jul 2009 04:54

It may depend more on your budget. The worse your current shocks are the more difference you will notice with the Konis. Mine were completely shot. I think the sway bars, bushings and torsion bars made more of a difference in handling on mine. Adding the coilovers with new shocks and then lowering the ride height really helped the in balance transfer. Had I done that first, it may have helped more but you really need the stiffer bars to keep the suspension off the bump stops.

If you can't do it all at once, I'd go with sway bars first, and then whatever is worn out the most after that.

Lee

=====

Re:We're starting the process!!!

Posted by michaelreich - 28 Jul 2009 05:52

What I meant to say was:

Can you see a difference between new Konis and new KYBs (for example)?

Sorry for the confusion.

=====

Re:We're starting the process!!!

Posted by 944cer - 28 Jul 2009 11:42

OK. If you are going to eventually race in the 944 spec class you will want the spec koni shock to be legal.

=====

Re:We're starting the process!!!

Posted by michaelreich - 28 Jul 2009 21:38

You are right! I looked back in the regs and I guess they are required.

Thanks, I am sure I will have a lot more questions...

=====

Re:We're starting the process!!!

Posted by cbuzzetti - 29 Jul 2009 11:34

eshocks.com is where I found the lowest price for the Koni or bilstien Spec 944 shocks.

I am running the Spec Bilstein and winning races in a competitive region (So-Cal). They are considerable less \$\$\$ than Konis.

Unless the stock bushings are worn out they should work fine. Stiffer springs and sways will help alot. You can get 2.5 degrees camber in front with stock settings. Lower ride height in back with stock spring plates as far as they will go. Set toe to zero in back and 1/8" total out in front and go have fun.