

## Suspension Questions

Posted by joeblow - 19 Feb 2013 17:24

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I am trying to get as much work done during the deep freeze as possible so all I really have to do is focus on the cage in the spring. I am rounding up some parts and need some help.

The first question is on springs. I have heard rates of between 350# and 400# can I assume this is the range everybody is running? Also I want to run a 2.25" ID spring vs. the 2.50", is that what everybody is doing? Lastly what lengths are you guys running? I have heard 7"-10" but I would rather do something known vs. unknown.

Next is torsion bars. I have heard both 30mm solid and 31mm hollow. I can find solid but not hollow. What is the consensus on what is better and does anybody have any for sale?

I have overhauled front calipers and they are running on new rotors, pads and bearings, but I am locking up the pass side early or drivers late but I think the issue is the passenger side. I am assuming that the two caliper halves are not moving in/out smoothly and binding up. Any tricks here (grease, some light clearancing work etc.)? I have verified the bleed is fine (fresh fluid too by the way).

Thanks!!

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## Re: Suspension Questions

Posted by no 16 944 - 07 Jun 2013 14:44

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I'm also thinking of changing t bars and springs, and would like some specific examples.

What t bar and spring combination do you run? We are at Mid O three times a year so if you have a specific set up for this or a similar track, that would be most helpful. Thanks.

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## Re: Suspension Questions

Posted by Sterling Doc - 07 Jun 2013 19:33

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30mm solid or 31mm hollow T-bars (same rate) are pretty universal in our cars. Front rates are typically

350-400 lbs. Mid- Ohio has some lower speed corners that fall away, and lead to low speed understeer. A bit of front toe-out helps this situation quite a bit.

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## Re: Suspension Questions

Posted by cbuzzetti - 07 Jun 2013 21:10

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Two of my three cars have run 28mm solid bars in rear and 350 springs in front. With Welt sway bars.

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