944-SPEC - 944SPEC - low cost wheel to wheel racing

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| Parts Questions Posted by Lucid Moments - 28 Oct 2015 15:11 |
| I have a 1984 car and the motor supposedly has approximately 80K miles on it if I remember correctly. It has been strongly recommended to me that I change the bearings in it before I put it on track, but I didn't think to ask if it was the main bearings, or the rod bearings or both. It was also strongly recommended that I add an oil pan baffle. |
| So do I have the right parts here? |
| Main Bearings |
| Rod Bearings |
| Oil Pan Baffle |
| I have the suspension kit from Paragon as well, but didn't think to get any bushing which I should have known I would need. Is this kit worth the money? |
| I have also been told that the drivers side spindle on the early cars is weak and prone to breaking due to being hollow for a speed sensor cable. Should I take care of that while I am at it? There is a good German car junkyard not from from Road Atlanta that might have one. |

I am hoping to have the car on track in DE at Road Atlanta in December and ready to race early next year so any advice would be welcome.

Re: Parts Questions Posted by KDJones2000 - 28 Oct 2015 17:43

Just change the rod bearings, not the mains. The rod bearings get the most punishment.

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That is the baffle you want, but check if your oil pan casting number ends in a "6R" or "8R". Yours should be a 6R, based upon the year. The baffles are different for the 2 pans, as the 8R holds a bit more oil.

Re: Parts Questions
Posted by Lucid Moments - 28 Oct 2015 18:14

Excellent, thank you.

Re: Parts Questions
Posted by ChuckS - 29 Oct 2015 10:04

+1 on what Keith said.

Regarding the spindle, while they are weaker, I would not replace it yet. (BTW-I have broken a late spindle, but that is not usual). Get a spare when you find a good deal. You will need one specifically from an 85.5 - 86 if I remember correctly (someone correct me if I am wrong!) due to late offsets on 87+.
