

Torsion bars procedure with hole saw

Posted by Jump07 - 06 Oct 2009 07:34

I am thinking about cutting holes in the body to put in new 29mm torsion bars...and then just slapping a sticker over the holes afterwards. I hear this saves hours of work/headache. What is the procedure for replacing the bars and lowering the rear suspension with these holes cut?

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Re:Torsion bars procedure with hole saw

Posted by Big Dog - 10 Oct 2009 08:31

I have used the torch method and do not consider it to be a "big deal". Perhaps I have been lucky on the spring plate bushings but have changed out two sets now and find it to be no big deal. The bigger issue is to make sure the delrin bushings fit properly. The last ones were very tight on the left side. To corner balance the car, I had to make sure and bounce the suspension good to get it settled but then I just drove the car and it seems fine.

I would absolutely change the spring plate bushings when you change the torsion bars. The old rubber ones must go to have the precision you want in a race car.

Big Dog

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Re:Torsion bars procedure with hole saw

Posted by Jump07 - 12 Oct 2009 05:56

Thanks Ron. Maybe in early-mid November? I'll order the Weltmeister spring plate bushings from Paragon. What about the torsion tube mounts? Do those need to be replaced as well?

I have 29mm bars. Will those be ok with my 400lb front springs?

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Re:Torsion bars procedure with hole saw

Posted by joepaluch - 12 Oct 2009 07:43

No go with the 30's.

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Re:Torsion bars procedure with hole saw

Posted by rd7839 - 12 Oct 2009 10:57

Since you already have 29's it might be cost effective to stay with them. I know some guys run 28's but it seems most run 30mm. My car is finally handling good and I have 400lbs springs with 30mm bars. My car has lost a lot of weight and I've got the alignment pretty good(although I think the toe is out slightly again) and it has come alive on the R888's. If I could though, I'd go even stiffer but we're limited to the 30mm bars.

As far as the bushings go, I'm really not the person to ask. The spring plate bushings will be wasted and doing those are the toughest. The other ones however can be done at a later date but if you can afford it, it makes more sense to do them all at once. I still have the stock ones where the rear end mounts to the chassis because I couldn't get them out easily. I don't know how much I'm giving away but I really haven't worried about it until I found more speed in the driver. I'm running a little faster now but don't notice any movement in the rear end, all I feel is that the shocks can't always keep up with the torsion bars but the car is easy to drive at the limit and gets sideways without much drama.

My advice is to do what you can afford and get on track as quick as possible. Unless you are a prodigy, you will have a steep learning curve ahead of you and you'll find it's not the car slowing you down, it's the ballast between your ears!

I'll gladly help you with the suspension or anything else you need and if we use Steve and Ken's lift the job will be simple.

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Re:Torsion bars procedure with hole saw

Posted by JerryW - 12 Oct 2009 11:36

I'm in to help too. With air chisel and wire wheels the spring bushings come off fairly easily. If all else fails I have a cutting torch at home that will make easy work of the rubber.

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Re:Torsion bars procedure with hole saw

Posted by Big Dog - 12 Oct 2009 13:54

If you can replace the bushings on the arms as well, you should do it. ANY rubber will allow squirming of the suspension part that goes through them. That means you lose some precision and will have some level of difference in the suspension from corner to corner. While it may not be much, it is still there.

As was stated, though, they are easier to change later than the spring plate bushings are so those are the most important ones to do now.

Big Dog

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