

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 joepaluch - 08 Oct 2009 00:37

If done right T-bars are set and forget.

I did t-bars in my 944 twice. First from stock 28 mm. Then from 28 mm to 30 mm when the 28's were not enough spring rate. Given out limit to 30 mm it is the way to go. I made this swap in Jan 2003 and only did it once per t-bar rate. I have never had the need to adjust them again. Any minor ride height changes can be accomplished with the eccentrics in the spring plate.

Rear coil over cause two problems.

1) increased cost due to a different shock.

2) no limit to overall spring rates. When you must run t-bars it puts a limit on the rear spring rates. This in turn puts a limit on front spring rates. These limits allow us to use the street performance Koni shock vs a proper and more expensive racing shock.

Again minor ride height changes are easy to do via the spring plates so we have no critical need to make ride height changes. Of course you can do the t-bar hole thing if you really want to make changes.

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Re:Torsion bars procedure with hole saw

Posted by Sterling Doc - 08 Oct 2009 02:40

Joel, the rear coilover would almost certainly be a performance advantage, leaving the 100+ current 944 Spec cars to make an expensive change to keep up. It may not be a big performance advantage, but some nevertheless.

It's not just the initial cost, but the cost to current racers/cars.

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Re:Torsion bars procedure with hole saw

Posted by GaryM05 - 08 Oct 2009 03:49

Another thing to consider on the rear coilover conversion is availability. I've only ever seen a ready-made product that does this for the late cars. That doesn't mean that somebody couldn't come up with one for the early cars (or even adapt the late one to fit), but I'm not aware of a current kit that claims to do this for them out of the box.

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Re:Torsion bars procedure with hole saw

Posted by rd7839 - 08 Oct 2009 11:39

Hey Jeremy,

I would love to help just set a time. I'm busy up to Porsches at the point but might be free until the next race weekend. You need to do the spring plate bushings at the same time, the rest can wait if you need to.

Gary, if you're interested we can do yours at the same time.

Ron

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Re:Torsion bars procedure with hole saw

Posted by Gary_44 - 09 Oct 2009 04:31

Thanks Ron. But I'm going to try to get mine done sooner, I'll probably get started this weekend.

The 9magazine article says to drill the t-bar cover and pry the endcap off, not even mess with the bushings. So...your saying I should basically do this procedure instead?

www.elephantracing.com/project/944/944springplatediy.htm

Also, is a 2" hole in the rocker big enough? The how-to says to cut a 3", but that seems big to me. It would suck to try and enlarge the hole later, though.

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Re:Torsion bars procedure with hole saw

Posted by rd7839 - 09 Oct 2009 09:36

I think the consensus on this board will be that the bushings are shot and need to be replaced. I've never seen a pair that weren't. When you put the new bars in you are adding a lot more stress on the suspension and it's going to move because the old rubber bushings can't handle the load. Your alignment settings will change as you are driving which will make the handling a little scary. Since you aren't taking the whole rear end apart, you can try it and see how it is but if you end up having to drop the whole rear end, definitely change those bushings at the least.

Do a search on here to see what a pain it is to get those old bushings off the spring plate. Everybody has their favorite method, I used a torch, 2 old screwdrivers, a knife and hacksaw and a wire wheel! It's dirty, time consuming work!

Seems to me a 2" hole will work fine, the bars are about a 1 1/2" diameter at the ends.

Good luck, and remember however you do it, take lots of measurements first. Read the how to article on this sight a few times through first.

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