

## Torsion bars procedure with hole saw

Posted by Jump07 - 06 Oct 2009 07:34

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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 Gary\_44 - 15 Jan 2010 11:36

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I'd have to guess the weight of the car keeping tension on the splines keeps them in place. It takes about 50lb of pull to remove the unloaded bars, so loaded would be pretty solid. I'm fabricating a cap anyway, just in case and to keep dust out.

I decided to drop back 10 yards and punt on this one.

I'm going to remove the whole rear assembly this weekend.

I'll then have tried all three methods of t-bar swapping!

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## Re:Need advice: Torsion bars procedure with hole saw

Posted by joepaluch - 16 Jan 2010 12:45

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**rlofgren wrote:**

i have always kinda wondered, what's to stop the bar from coming out by itself during normal use?

Friction I guess. But stock has a cover so they can't come out.

I would still put some sort of locking feature on the end. The reason is despite the load the constant movement could cause them to &quot;walk&quot; and pop out. Not good when racing.

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## Re:Torsion bars procedure with hole saw

Posted by Gary\_44 - 16 Jan 2010 16:50

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Ok, this thread can finally die!

It's 1 AM, I just finished cleaning up after getting my tor... bars done (I have decided never to speak *that* word again)

what a nightmare. I ended up pretty much dissassembling the entire rear suspension, using Joe's measurement location and then putting a square on the spring arm and measuring to the top of the banana arm for an exact reference.

Thanks for all the input, maybe next time I'll listen and accept help when it's offered!

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### Re:Torsion bars procedure with hole saw

Posted by JerryW - 17 Jan 2010 05:28

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Got to say - done 3 of these now and it definatly is my least favorite job on the 944's. Probably if I have another to do I'll pay for someone else to take the pain !

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