

Motor durability

Posted by Aslet - 24 Oct 2009 07:46

I had a cooling system failure on track in Aug and toasted the motor. I got a new (used) long block and had it all re-sealed and new rob bearings (a known failure point I hear). I was just at Watkins Glen and the motor blew (after 2 months from install). The connecting rod broke due to a bad nut holding it on. So I again have to get a new long block and do some work on it! I want to make sure I do it right this time. First I am going to get Raceware connecting rod hardware! I will also do the rod and main bearings, along with seals and belts/water pump. Are there any other items that are worth fixing up or changing? What are good upgrades to do on a stock 944 NA motor for better durability? Is getting the crankshaft cross drilled worth it?

Thanks,

Randy

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Re:Motor durability

Posted by sagoston - 28 Oct 2009 03:40

But if you don't have a shop you trust, should their "level 1" be legal for 944 Spec?

Level I

Surfaced Deck.

Replace valve guides and seals.

Competition 5 angle valve job.

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Re:Motor durability

Posted by Sterling Doc - 28 Oct 2009 07:45

It's the "competition 5 angle valve job" that's problematic.

If you're going to send it out, use one of our sponsors - click on Bennington Motorsports on the left - Nick there has done a lot of heads for us in the MW, and was the one that inspired the steam vent rule change. Nick's great to work with, and LEGAL.

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Re:Motor durability

Posted by sagoston - 28 Oct 2009 08:52

Is it the 5 angle vs. a more common 3 angle that is problematic?

I took a look at Bennington Motorsports heads on their site and it looks like they do fine work. Their site shows a head with "Intake port after light polishing",. Surely this intake port polishing would be even more problematic than the 5 angle valve job?

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Re:Motor durability

Posted by Aslet - 28 Oct 2009 09:48

I like his last highly technical step of spraying the springs with WD-40! I do get that the 5-angle job wouldn't be legal, I overall was just trying to use the process as a reference for my question. If I have it done, I'll go to a local shop.

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Re:Motor durability

Posted by Sterling Doc - 28 Oct 2009 12:34

I guess we need to define what is "stock" when it comes to valve jobs. The "competition" adjective implies more than stock, especially from Lindsey.

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Re:Motor durability

Posted by sagoston - 28 Oct 2009 13:28

The current spec really doesn't say much about the cylinder head other than shaving/milling is allowed.

So what is a "stock valve job"? And should any porting and polishing be explicitly disallowed?

Anyone want to add to the "Rules change discussion timeline" thread?

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