

NEW CAR BUILD

Posted by RacerX - 16 Dec 2010 14:40

A brief history about myself. My name is Ken Frey I live about 60 mi. SW of Chicago in the Midwest region. I've been in TT for the last 4 yrs. and decided to get into W2W. It was hard to pick a group but finally decided to go with the 944 Spec. I purchased my car in Jan 09 with intent on getting it finished in time for the 2009 season. A 85 1/2 944. That never happened because of an addiction to my 04 GTO. Trying to run in TT and build a car at the same time doesn't work well. Well the GTO is gone now, sold....RIP, memories are fond but it's time to move on. (sniff sniff, tears welling up)

The build started in Feb 09 but stalled for reasons stated above but began again in earnest a few months ago. I will also try to share the cost with you as we progress. Lets hop in the time machine and go back to Feb 09..... I purchased the car for \$850 and began to strip it. I set up an Ebay account and started selling the parts. After selling fees I've netted \$663.21 from the sale of parts, SO FAR. I still have some to sell but wanted to finish the build before I get rid of the rest of the parts. I have \$186.79 in the car.

We had a motor removal party in Feb 21 2009

MORE TO COME.....

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Re: NEW CAR BUILD

Posted by RacerX - 29 Jan 2011 01:13

I changed them cause the one side is thicker than the other and the thin side is below specs. I believe the caliper is froze, which will get rebuilt soon. I tried to get a good pic.

I wanted to clear the air on the weight of the A-arms. Here we have 2 A- arms and they both have the ball joints installed with no bushings. Up first the steel one.

As you can see the steel one weights in at 5 lbs 6.4 oz.

Next the aluminum one.

The aluminum one weights in at 5 lbs 6 oz even, .4 of an oz less than the steel one. Plus the aluminum ones are stiffer.

The cost of getting 2 steel arms plus the ball joints are about \$85. The cost of a kit for the aluminum arms with both ball joints runs \$185, both from Paragon.

You'll have to add in the cost of the bushings and that depends on what kind of bushings you want to run.

One last thing to consider, is what kind of sway bar will work best with what arm and the cost of those.

All in all I think that the steel A-arms would be the least expensive to run and maintain. The aluminum ones would probably be a little bit better for the stiffness but cost more overall.

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Re: NEW CAR BUILD

Posted by RacerX - 29 Jan 2011 01:16

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[attachment:2]C:fakepathPIC_7613.JPG[/attachment]

[attachment:3]C:fakepathPIC_7617.JPG[/attachment]

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[attachment:4]C:fakepathPIC_7618.JPG[/attachment]

[attachment:5]C:fakepathPIC_7622.JPG[/attachment]

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Re: NEW CAR BUILD

Posted by RacerX - 29 Jan 2011 20:16

OK guys, I need some help here please!

I installed the steel A-arm. I have the delrin bushings in the front an I believe the Weltmeister poly in the rear. I installed the front and when I went to install the rear it looked like this.

There is a gap of 3/4 to 1" above the poly bushing. **Is this normal????** When I install the U shape caster block to hold the poly bushing, yes, it does draw it up, but bindes the A-arm.
Is this also normal??

It is the same when I tried the aluminum arm too.

Re: NEW CAR BUILD

Posted by joepaluch - 31 Jan 2011 05:30

good choice on the steel arms. Clearly the weight is a wash and the only performance difference is stiffness. The aluminum are better, but the steels are easy to replace and cheap. Cheap enough to be a wear item.

As for the rear caster block. I can't say I remember seeing that before, but I don't know how much I looked. First thing is to make sure the front is still loose before you install the caster block. Then tighten down the front crossmember.

The possiblty could be the some how the frame is not straight. Is the otherside the same way?
