

Sway Bar options

Posted by Bamf3000 - 17 Jun 2011 19:59

I am looking at upgrading my sway bars that are on my 86 with Option M456.

I have ruled out the weltmeister for now due to budget, but want to upgrade from the 23.5mm front and 14mm rear that are on there now. I have decided to go with the 5 way adjustable 19mm rear from Lindsey racing, but I am not sure what to do with the front to go with the 19mm rear.

Also, I am switching to steel a-arms and wondering if I need anything else when switching to a larger front sway bar? Are the retaining clips the same size? and will they fit in the steel a-arms with no issue?

Thanks!

Re: Sway Bar options

Posted by JerryW - 26 Jun 2011 10:06

Remember on the early arms they are not really drop links as in the late arms. The early arms mount uses 2 bolts to locate the mount tight under the A-Arm and due to the shape the bushings are different. This is why you have to take an early mount bushing and hog it out to take the larger bar dimension rather than using a late bushing.

Re: Sway Bar options

Posted by Bamf3000 - 26 Jun 2011 11:13

So the end links wouldn't need to be changed when going with a sway bar larger than 24mm but I would have to get the 24mm end bushing and bore it out to make it work?

But the center clip is the same and I can use a 26.8mm center bushing? Is that correct?

JerryW, I have an 86, so I have the drop link ends and the single bolt that bolt it to the control arm. Since I do have the later style, couldn't I just purchase the 87+ end links and bushings to go with a 26.88 sway bar? Sorry for all the questions/confusion, but switching from early to late has got me all kinds of

confused and there doesn't seem to be a lot of information available. Kind of frustrating.

Re: Sway Bar options

Posted by JerryW - 26 Jun 2011 12:26

If you want to use the steel arms you would have to drill them out to use the late sway bar drop links.
Steel arms - early hardware Alu arms = late hardware

I have never heard of using the late drop links on the early arms but others may chime in here.

Re: Sway Bar options

Posted by Bamf3000 - 26 Jun 2011 16:17

I hope that isn't the case. After all the research and questions I have asked to find out what was needed to switch to steel, I was never told that the end links would need to be changed when switching to steel a-arms.

Re: Sway Bar options

Posted by Sterling Doc - 26 Jun 2011 18:10

Yes, the end links are different from the stee arms to the aluminum ones. Porsche recommended against using the early off aluminum arms for racing due failures seen. Check with John Zeeman at A Part Above - his link is on the left. He car get you the parts you need inexpensively.
