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Wish I new a shop that far south for you. Nick Miller is having a 944 get together in August (look it up on the Pelican Parts website), and you could get a lot done for cheap, or no cost if you can do it yourself

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(he'll help & let you use the tools). Only catch is that it's in central Indiana		
Re:We're starting the process!!! Posted by michaelreich - 27 Jul 2009 09:52		
Thanks for all of the great advice. I am really looking forward getting to know everyone at events!		
The car that I bought came with no seats, so I figured I might as well get what ever I will end up with if I can keep it cheap.		
I really like the suspension packages that Paragon carries, but we are looking at 2k with bushings. I think I will stick with stock and just get the rear end down, so it is level. Alsp, I can set my camber pretty negative (if that works with a stock suspension?)		
I like your advice. I will get it cleaned up with all new fluids, etc.		
I need a p9201 tool though. I would be willing to place a deposit and rent it from someone, if I can.		
I guess my priority is seats (I need one for an instructor, I guess) and belts.		
Thanks everyone, Michael		
Re:We're starting the process!!! Posted by jaje - 27 Jul 2009 22:42		
My local guy uses the 90 degree twist (he's been doing this for a long time and has not had a failure from it). There is also the or Arnworx tools that have been used successfully.		

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Re:We're starting the Posted by michaelreich - 28 Jul 2009	process!!!
Posted by michaelreich - 28 Jul 2009	02:43

With modern timing belts, do you guys ever hear about a failure?

I did have a cam bolt fail one time, which failed valves and a camshaft, but I wonder how critical the tension is (within reason)
