

## We're starting the process!!!

Posted by michaelreich - 24 Jul 2009 09:45

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I have owned a 944 or 951 (or both) since 1982.

My son is in college, so it is time for us to go racing. We got our junker '84 and are ready to build. Both of us have to go to driver's school, so we are not in a great hurry to be competitive, just safe.

Bad news, I sold my 9201 tool about two years ago. How does everyone tension their timing belt?

Thanks,

Michael

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## Re:We're starting the process!!!

Posted by rlofgren - 27 Jul 2009 06:49

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the racing belts and the racing seat kinda go together. if you get the racing seat with the shoulder slots for 5 point belts, you should use 5 point belts. the stock seats with stock belts should be fine for DE.

the suspension is the modification that will definitely unlock most of the speed. shocks and springs are the major part of it, you can stick with the stock sway bars and bushings for now. though changing the rear torsion bars(springs) is a bit challenging... shocks and springs material cost is somewhere around \$1200 plus installation.

You could also just work on general maintenance items, bleeding brakes and replacing wheel bearings, etc. until budget allows for more mods. The stock suspension is fine while you are learning.

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## Re:We're starting the process!!!

Posted by Sterling Doc - 27 Jul 2009 08:33

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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

(he'll help & let you use the tools). Only catch is that it's in central Indiana...

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**Re:We're starting the process!!!**

Posted by michaelreich - 27 Jul 2009 09:52

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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. Also, 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

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**Re:We're starting the process!!!**

Posted by jaje - 27 Jul 2009 22:42

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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 process!!!

Posted by michaelreich - 28 Jul 2009 02:43

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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)

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