

Control arm - steel or aluminium

Posted by sagoston - 19 Oct 2009 02:30

I need to replace a broken aluminium control arm (and more) so I have a choice of either sticking with the aluminium arms or switching to steel.

Cost of steel is obviously less but are there any other differences to consider? What are the pros and cons of using steel or aluminium?

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Re: Control arm - steel or aluminium

Posted by JerryW - 08 Oct 2010 06:33

It's going to depend on what swaybar you are running. The mounts for each are different. You may have to contact the vendor of your swaybar and order the correct links.

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Re: Control arm - steel or aluminium

Posted by Bamf3000 - 08 Oct 2010 11:21

I would just be using stock porsche sway bars for now as I am just getting into all this and will be doing MORE HPDE than anything else. So when switching from the alum to steel would I just need to get the sway bar drop links from an early car and I would be set?

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Re: Control arm - steel or aluminium

Posted by JerryW - 08 Oct 2010 12:21

For everything (I think) apart from the 968 M030 front bar you can get the bushings to go in the early swaybar mounts so you should be good. (I'm running a S2 M030 front bar on early arms - it fits just fine).

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Re: Control arm - steel or aluminium

Posted by rlofgren - 13 Oct 2010 10:57

ditto on the M030 bar and early arms. You just have to drill a hole in each early arm for the sway bar links that match the bar. unfortunately, no adjustable end links with factory bars, but my corner weight strategy is to match left and right front springs heights with the coilovers and do all corner weight

adjustments from the rear.

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