

## Sway Bay Tech

Posted by joeblow - 10 Aug 2013 16:13

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So I am looking at bars and vs. going the EASY route and buying Welt bars or Tarrett I am trying to see what we really need. Nothing against either bar but this is one thing where truly one size does not fit all. I know they are adjustable but I might have a 'better' solution in the works that will be available to all of us if it helps.

What I need from the group is where you run your bars. For ease I would like just Welt info. If you could measure the distance from the center (mount) to the center of the drop link (do not measure the arm length itself but the distance from front to back in a straight line of the car front to back).

I need front and rear bars. This info together with what I have could be very helpful in setting up our cars.

Thanks in advance!

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## Re: Sway Bay Tech

Posted by joeblow - 16 Aug 2013 18:36

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Well I guess this is 'privileged' info then?

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## Re: Sway Bay Tech

Posted by rd7839 - 16 Aug 2013 20:30

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I'll measure mine this weekend but I generally run the rear at the very end of the bar and have thought about going to a smaller bar. The front around the middle of the bar.

If you come up with a better solution I'd love to see it. My personal experience with the Welty bar was that the quality wasn't topnotch. Maybe that is just my experience.

Ron

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## Re: Sway Bay Tech

Posted by cbuzzetti - 16 Aug 2013 22:18

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I usually run mine(Welts) at 50%.

But that changes all the time based on track conditions and handling flaws.

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## Re: Sway Bay Tech

Posted by joebow - 17 Aug 2013 13:57

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Thanks for the info. The more data I get the better. I feel there is too much bar with these set-ups and not enough arm length which makes them hard to adjust in small increments.

I am trying to develop a lighter bar (hollow) with longer arms and more consistent adjustment from side to side. There would also be multiple bar diameters too so that the arm adjustments are for fine tuning balance only.

None of this should be surprising as the Welt bars are made for street cars that are 3000+ lbs and have 160-200# springs. We are 2600# and 350-400# springs which makes our sway bar requirements much lower.

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## Re: Sway Bay Tech

Posted by cbuzzetti - 17 Aug 2013 16:26

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I have owned 3 different 944Spec cars. An 85.2, 88 924s and now an 87 944. The 924s was run with the rear bar usually disconnected. It was the best car of the 3 and set many track records with it.

I did on occasion have to hook the rear bar up at different tracks to make it work properly.

My current car seems to require less sway bar adjustments. That may be due to the new tire.

350 front springs and 28mm bars rear, Bilstein shocks.

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