

3 peice crossmember

Posted by JRichard - 16 May 2010 10:46

Are the three peice front crossmembers legal? I don't see any reference to it in the rules, so I'm thinking not, but it would be a nice maintenance item...

Re:3 peice crossmember

Posted by cbuzzetti - 18 May 2010 07:31

Yearly rod bearings???

I don't see the need for that.

It only takes a few bolts to remove the stock crossmember anyways.

Re:3 peice crossmember

Posted by joepaluch - 19 May 2010 01:54

Here is a link to some prior 944 spec discussion on this.

<http://www.nasaforums.com/viewtopic.php?f=40&t=19947&hilit=crossmember>

Seems like while discussed there has never been any offical rulling on this or attempt. Currently as stated it would not be legal since the rules do not expressly state it. However if it really does not improve performance and only helps maintainability it may be a reasonable allowance.

Re:3 peice crossmember

Posted by JRichard - 19 May 2010 03:35

joe,

thanks, I had a line on one and since I was going to replace both the front end and the rod bearings I was thinking about it while I was in there, but given the uncertainty of it I think I'll just hold off...

The yearly rod bearings were suggested maintenance item by exotic that built the motor, my last set that came out looked pretty good, but then I've had two #2 rods fail over the years so maybe a belt and suspenders solution or I'm just gunshy...

Re:3 piece crossmember

Posted by joepaluch - 19 May 2010 04:30

Changing bearings will always be a involved job. Not super hard like turbo, but still work. Steering rack and front sway bar will always need to come off. Then you either put the hoist in and drop the crossmember or split it. I am not sure you can get by without supporting the motor with a 3 piece unit.

the come the 22 bolts on the pan and etc...

Once year may be more frequent than some, but given what can happen I am not going to call any one silly for doing it that often.

Re:3 piece crossmember

Posted by fishguy - 19 May 2010 09:38

joe,

I know first hand that you do NOT need to support the motor to do the rod bearing change with the 3 piece unit. You simply remove the center section, and Steering rack and front sway bar.

With this item I change out my rod bearings anytime that I am working on the motor or an overrev.

It's about \$100 and a few hours of time with the car on the ground. I have yet to do this job with the car up on my lift, but that will be even easier.

As I said earlier the only thing I found a bit tricky was getting the center part back in, but with a woodworking spreader, it went right in with ease.

i have never done the job with the one peice crossmember so i cannot compare the difficulty of both, but i certainly dont dread doing the job with the car how i have it.

the other nice thing is that i have a spare set of bearings with me at the track, so if my oil pressure drops, my weekend is not over, i can simply swap out the rod bearings, and most likely be back on track for the race, which is what we all want anyway, right?
