## 944-SPEC - 944SPEC - low cost wheel to wheel racing

Generated: 9 December, 2025, 00:08

Torsion Tube to Chassis Mount Bushing Options?  Posted by sfoltz - 26 Dec 2016 13:50
What is out there to legally replace these on a 944 Spec car? Mine are in pretty bad condition. Racers Edge and Lindsey Racing sell the solid mount ones, are those legal?
Thanks,
Sean
Re: Torsion Tube to Chassis Mount Bushing Options? Posted by AgRacer - 27 Dec 2016 06:03
Are you referring to the upper mount that attaches to the chassis over the rear wheel?
Re: Torsion Tube to Chassis Mount Bushing Options?  Posted by sfoltz - 27 Dec 2016 06:55
AgRacer wrote:
Are you referring to the upper mount that attaches to the chassis over the rear wheel?
Yes and the other one a little further down.
Re: Torsion Tube to Chassis Mount Bushing Options? Posted by AgRacer - 27 Dec 2016 09:23

The solid metallic bushing options available for those two locations are not legal. If you found a non-metallic delrin/poly version of those two bushings they would be legal. I have seen some delrin options around, but am uncertain as to the benefit of changing the bushing in those two locations. They seem to serve more as a vibration dampener rather and the benefit to going solid or delrin/poly wouldn't really be the same as the other locations that serve to maintain suspension geometry throughout the movement range.

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Directly quoted from the rules so newcomers to this thread understand why:
15.8 Suspension Bushings
Stock rubber suspension bushings may be replaced with any non-metallic bushing. Stock bushings, consisting of rubber and metal, may be replaced with a combination of non-metallic/metallic bushing so long as the metallic portion does not exceed that of the stock bushing and the geometric relationship of non-metallic/metallic is maintained. Factory 968 style caster blocks are allowed. No bushing may alter original suspension geometry.
Re: Torsion Tube to Chassis Mount Bushing Options?  Posted by sfoltz - 27 Dec 2016 13:56
AgRacer wrote:
The solid metallic bushing options available for those two locations are not legal. If you found a non-metallic delrin/poly version of those two bushings they would be legal. I have seen some delrin options around, but am uncertain as to the benefit of changing the bushing in those two locations. They seem to serve more as a vibration dampener rather and the benefit to going solid or delrin/poly wouldn't really be the same as the other locations that serve to maintain suspension geometry throughout the movement range.
I guess my stock pieces could still be used if I can't find OEM replacements.
Thank you,
Sean