

NEW CAR BUILD

Posted by RacerX - 16 Dec 2010 14:40

A brief history about myself. My name is Ken Frey I live about 60 mi. SW of Chicago in the Midwest region. I've been in TT for the last 4 yrs. and decided to get into W2W. It was hard to pick a group but finally decided to go with the 944 Spec. I purchased my car in Jan 09 with intent on getting it finished in time for the 2009 season. A 85 1/2 944. That never happened because of an addiction to my 04 GTO. Trying to run in TT and build a car at the same time doesn't work well. Well the GTO is gone now, sold....RIP, memories are fond but it's time to move on. (sniff sniff, tears welling up)

The build started in Feb 09 but stalled for reasons stated above but began again in earnest a few months ago. I will also try to share the cost with you as we progress. Lets hop in the time machine and go back to Feb 09..... I purchased the car for \$850 and began to strip it. I set up an Ebay account and started selling the parts. After selling fees I've netted \$663.21 from the sale of parts, SO FAR. I still have some to sell but wanted to finish the build before I get rid of the rest of the parts. I have \$186.79 in the car.

We had a motor removal party in Feb 21 2009

MORE TO COME.....

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Re: NEW CAR BUILD

Posted by RacerX - 12 Mar 2011 00:13

Thanks! I needed to make the car look like something is getting done. I'm tired of doing all this work and everything looks the same. At least now it looks like some progress has been made.

I did get a little done tonight. Got a new J boot in and sealed off the two vacuum lines. I had an old broken broom stick laying around so I cut the end straight and then turned it down to fit. Cut the turned part off and installed.

Installed the rear Koni's.

I got these camber plates used from Bennington's. Who ever they belonged to before must have had trouble with them. The bearings in them were frozen. A new set of bearings will make them like new.

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Re: NEW CAR BUILD

Posted by joepaluch - 13 Mar 2011 08:53

Why are you sealing off vacuum lines from the J boot?

I still use mine.

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Re: NEW CAR BUILD

Posted by RacerX - 13 Mar 2011 10:39

joepaluch wrote:

Why are you sealing off vacuum lines from the J boot?

I still use mine.

My thought was to hook up the oil fill vent to one of the openings on the j-boot, maybe even installing an oil catch can. I was told just to plug the j-boot and install a breather on the oil fill vent.

Do you have any pics of what you have? Should I change it?

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Re: NEW CAR BUILD

Posted by joepaluch - 13 Mar 2011 10:42

I just use the stock connections. Oil breather works like normal. Never found the need to change from stock.

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Re: NEW CAR BUILD

Posted by RacerX - 13 Mar 2011 10:53

You forget, I pulled the motor over 2 years ago. I don't remember what went there. Got any pics?

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Re: NEW CAR BUILD

Posted by many944s - 13 Mar 2011 11:17

Ken,

I will try to clear up any confusion here.

One of the ports can still be used to goto the AOS.

There are so many engines out there running different setups that there is no one absolut method.

One of the ports from j-boot originally went to the idle stabilizer, then from the idle stabilizer to the a port in the bottom of the intake manifld. Many people remove the idle stabilizer and seal the port on the intake (like yours).

The second port on the j-boot loops back and originally split to the Emissions control system and the top of the AOS. %50 of the cars we have worked on (that we did not build) simply have the emissions tube plugged and the main line back to the AOS. the other %50 have had both ports plugged and a breather on the AOS to prevent debris from entering the AOS.

There has been no appearent performance difference either way... HOWEVER, with a breather/ catch can on the AOS there is one advantage: I have seen far too many times where a racer (just prior to a race) checks their oil and notes that it is a little low, in haste they drop in an entire quart of oil... If the oil level is above the top mark on the dipstick it has a tendancy to flow into the AOS on hard turns, where engine vacuum then sucks the oil back into the jboot, and it puddles in the air box, OR worse yet, if the driver is running a cone intake it will actually leak from the filter, dripping onto the alternator, and evenually furter back onto the exhaust causing clouds of smoke from the car and buildup in the cabin. This has to adverse effects: 1- The driver gets smoked, 2- occasional black flags.

I have seen this happen on 3 cars personally: Ray & Sids engines we did not build, then on the Green machine engine after it was rebuilt did the same thing (puddled in air box after a hasty oil addition just prior to grid). After the first race that the "green machine" rental car did this we put a breather on the AOS and the problem stopped. Oh, did I mention the Green Machine Dyno'd with the highest HP & torque for our class at Putnam this last year? It certainly doesn't create a power loss.

Just clearing the air, there are always multiple "correct" ways.

-Nick Miller

Bennington Motorsports

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