

## Suspension DIY Questions

Posted by Karl @ ART - 10 Nov 2008 08:07

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I've read about "tabs" welded to the torsion bars to make adjustment easier. Did I read that correctly and if so, everyone here is trying to figure out where the tabs would go and how they would help.

We have the RE Delrin bushing set. The trailing arm bushings (RE\_MC2550-D) will work if you remove material from each side of the Delrin. We epoxied them in the trailing arm (with the steel insert in place) then removed the steel insert after the epoxy dried, measured it, then used a belt sander to take the Delrin thickness down about 0.015 less than the insert. The nice thing here is that we were able to make the Delrin bushing nearly perfect in thickness and we were able to get it just loose enough to move without binding. It also helps to clean the mounts on the cross-member (?torsion tube?).

We have a major bind between the outer spring plate bushing (RE\_MC3000) and the aluminum outer torsion tube mounts. Will get to that tomorrow.

How do you guys figure out the initial position of the spring plate? Maybe a better question would be: How much does the rear wheel droop when you jack up the car (assuming 30mm torsion bars and OE or non-binding bushings)? If you can tell me the latter, I can figure out the rest.

How much shock travel do you run or how much room is there between the OE rubber stop on the trailing arm and can that stop be modified?

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## Re:Suspension DIY Questions

Posted by mcmmotorsports - 03 Jan 2009 03:42

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Okay, but I am still at a loss. Do you cut the end of the spring plate off? Do you cut a hole in the quarter panel to gain access?

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