

### **3 peice crossmember**

Posted by JRichard - 16 May 2010 10:46

---

Are the three peice front crossmembers leagal? 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 GaryM05 - 16 May 2010 13:38

---

I agree - would certainly make it easier to change the rod bearings, but not currently legal as far as I know.

=====

### **Re:3 peice crossmember**

Posted by joepaluch - 16 May 2010 20:55

---

this was discussed a while back. I need to dig up that discussion before commenting for consistancy.

=====

### **Re:3 peice crossmember**

Posted by JB3 - 17 May 2010 09:43

---

A friend ran one for a bit on his 951. An impressive looking part; but we were very disappointed with the performance. Quite a bit of movement. Really needs locating pins.

May well be the design has changed. Or another supplier is different. Or a 944 might be less stressful than a 3200lb turbo. Following that experience the stock crossmember looked really good.

=====

### **Re:3 peice crossmember**

Posted by fishguy - 17 May 2010 11:31

---

I have one on my car and it does make the rod bearing change super easy.

mine has given me zero issues on the 944, but you do need to get under the car every few sessions and check that the bolts on it are tight.

it adds zero performance advantage whatsoever on the track, unless you consider that i can swap rod bearings easily if i zing the motor.

my part cost me ~\$300 plus my original as a core.

why would NASA not allow this part on a car?

=====

### Re:3 peice crossmember

Posted by JRichard - 17 May 2010 11:46

---

The rod bearings would be a simple deal I could knock out in a few hours, but with the rest of the work, it takes it to the point where I send it to the shop, the cost of that would buy three of these, so it makes sense to me, but its all about the rules. Annual rod bearings are std maintenance, easier would keep people from putting it off.

=====