

## Porsche 944 Specification and Modification List

### ❖ Stock Car Information

- Year: 1986
- Model: 944 Turbo (951)
- Options: M030 suspension
- Color: Garnet Red Metallic (LM3Y)
- VIN: WP0AA0955GN155558
- Early offset (23.3mm) 16" phone dials (7" and 8" width) on front/rear axles with early offset front aluminum control arms
- Stock Rear Tire Setup: 225/50R16 (24.9 dia)
- Stock Front Tire Setup: 205/55R16 (24.9" dia)
- C Street Class (CS) for SCCA solo events

### ❖ Engine

- Year: 2004
- Donor Car: Pontiac GTO
- Original Millage: 81,000
- Designation: LS1
- Displacement: 5.7L
- Factory HP (crank): 350
- Factory Torque (crank): 365 ft-lbf
- Max RWHP (measured): 340
- Max RW torque (measured): 340 ft-lbf
- Plug Wires: Taylor
- Engine Mounts: Poly
- Bell Housing: C5 Corvette 2 piece
- Oil Pan: Moroso 20140
- Oil: 5W-30 Royal Purple synthetic
- Oil capacity: 7.5 qts
- Remote oil filter mount
- Oil cooler
- NAPA 1515 oil filter, Royal Purple 30-8A
- Water pump and alternator only, 6 Rib, ~55 ¼" belt

### ❖ Intake/Exhaust

- Renegade hybrids headers, 1.75in primaries, 3in collectors, ceramic coated
- Single 3.5in to Vibrant Performance 17970 resonator, then to a 3.5in MagnaFlow 12909 muffler
- Two 3in SS flex sections after headers before Y pipe
- Corvette K&N FIPK intake (P/N 633073) customized to fit in front of radiator

### ❖ Interior and Body

- H4 Hella headlight conversion
- AEM wide band with Bosch sensor
- New pioneer head unit

### ❖ Cooling System

- Radiator: Griffin 1-26201-X Aluminum Pro Series Radiators, 24inx16inx3in, 2 rows

### ❖ Drive Train

- Clutch/flywheel

- Clutch: Spec Stage 2
  - Clutch Master Cylinder: Tilton 75-875U .875" bore, 1.1" stroke with custom braced firewall mount
  - Clutch lines: -3AN SS braided
  - Flywheel: Spec Aluminum, 13lbm
- Transaxle
  - Transaxle: Stock Audi with 944 NA 5<sup>th</sup> gear swap
  - Transaxle mount: Lindsey racing semi-rigid bushing
  - Transaxle reinforcement plate
  - Differential: OS Giken superlock LSD
  - Transaxle oil: 75W-90 Royal Purple MaxGear
  - Oil capacity: 2.7 qts
  - Short shift kit from only944.com, I've added additional bronze bushings to remove slop from the kit
  - Custom shifter with wooden knob
- ❖ **Wheels and Tires**
  - Front Wheels/Tires
    - 275/40R17 Nitto NT555 G2 (25.7" dia)
    - ZR1 17"x9.5", 56mm offset, 5x120.65 bolt pattern
    - .984" 21mm spacers from Motorsport Tech with a 5x130mm to 5x120.65mm bolt pattern conversion
    - Final effective offset with adapters/spacers on ZR1 rims: 35mm, decreasing scrub radius from stock by 11.7 mm and decreasing wheel centerline track width by 23.4 mm from stock
  - Rear Wheels/Tires:
    - 315/35R17 Nitto NT555 G2 (25.7" dia)
    - ZR1 17"x11", 50mm offset, 5x120.65 bolt pattern
    - .630", 16mm spacer (driver side) and .669", 17mm spacers (passenger side) from Motorsport Tech with a 5x130mm to 5x120.65mm bolt pattern conversion
    - Final effective offset with adapters/spacers on ZR1 rims: 34mm (Drivers), 33mm (Passenger) decreasing centerline track width by 20.4 mm
  - A set of 15 mm spacers and a set of 25 mm spacers come with the car (leftovers from previous fitment checks)
- ❖ **Suspension**
  - Rear Springs: 600 lb/in Eibach (PN: 0600.250.0600) with 250-550 progressive tender springs (PN: 0200.250.250-550)
  - Front Springs: 600 lb/in Eibach (PN: 0600.250.0600) with 250-550 progressive tender springs (PN: 0200.250.250-550)
  - Front Dampers: KONI Yellow inserts (single adjustable), ground control coilover conversion kit
  - Rear Dampers: KONI Yellow (single adjustable), ground control rear coilover conversion kit
  - Bushings
    - Rear
      - spring plates: Delrin
      - Rear swing arm Elephant racing moonball
      - Torsion tube solid mount by Lindsey Racing
    - Front

- Front control arm bushing: Elephant racing monoball
  - Rear control arm bushing (caster block): Elephant racing monoball
- Ground control front caster and camber plates (top mount style)
- 19 mm ball joint conversion from paragon products
- Front strut tower brace
- Other parts available
  - Torsion bars 29mm, 295.98lb/in at wheels
  - 440lb/in Eibach springs (2x)
- Other notes
  - The progressive rate springs should probably be upgraded to 0200.250.250-650 in order to have more tender spring travel before the main spring takes over

#### ❖ Alignment

- Front Caster: 4°
- Front Camber: -2°
- Front Toe: +0.11°
- Rear Camber: -1.25°
- Rear Toe: -0.1°

#### ❖ Steering

- Elephant racing bump steer kit
- 924 manual rack modified to work with late inner ball joints/tie rods, 21" from inside face to inside face of inner ball joints

#### ❖ Brakes

- Master Cylinder: Wilwood 260-7563 1" Bore, 1.1" Stroke tandem manual master cylinder with custom braced firewall mount
- Bias Valve: Wilwood 260-10922 manual adjustment brake bias valve
- Lines: -3AN braided SS at master cylinder with 944Online braided SS lines at the calipers, hard lines between
- Pads: PBR Ultimates (to be updated soon)