

944 front A arm bushing (Aluminum Arm)



These units dramatically affect vehicle response and grip, which contributes significantly to reduced lap times.

Application:

1985.5- 89 944, all 944 Turbo, all 944 S2, and all 968's

Part # MC-8000 \$254.50 a set

944 rear A-arm Bushing (Caster Block for cars with Aluminum arm)



Mounted at the rear of the front A-arm, these caster blocks replace the large rubber bushings that come from the factory and make the car feel like its "on rails".

Application:

1985.5- 89 944, all 944 Turbo, all 944 S2, and all 968's

Part # MC-9000..... \$372.00 a set

944 front A arm bushing (Steel Arm)



These units dramatically affect vehicle response and grip, which contributes significantly to reduced lap times.

Application:

1976 – 1985.5 924/944 (for any steel A-armed car).

Part # MC-8001.....\$257.00 a set

944 rear A-arm Bushing (Caster Block for cars with Steel arm)



Mounted at the rear of the front A-arm, these caster blocks replace the large rubber bushings that come from the factory and make the car feel like its "on rails".

Application:

1976 – 1985.5 924/944, 87-88 924S (for steel A-armed car).

Part # MC-9001.....\$370.50 a set

924/931/944/951/968 Camber Plates



Mounting at the top of the front struts, these plates keep the vehicle at the original ride height, provide a mounting that does not move under load, and offer approx 2.5 degrees of camber control.

Application :

all 924/931/944/951/968 Part # MC-3500....\$499.00

Rear Banana Arm bushings



Installed in the rear Banana arm, these units help to maintain rear wheel geometry under hard cornering. There is no substitute for spherical cartridges like these!

Application:

All 924/931/944/951/968 Part # MC-2550....\$320.00

Torsion Tube carrier solid bushings



These lower solid bushings hold the torsion tube to the chassis. The original factory rubber mounts allow the chassis to move with relation to the suspension and decrease rear stability.

Application :

All 924/931/944/951/968 Part # MC-2560....\$129.00

Torsion tube carrier blocks



These upper solid mounts hold the torsion tube to the chassis. The original factory rubber mounts allow the chassis to move with relation to the suspension and decrease rear stability.

Application :

All 924/931/944/951/968 Part # MC-2561...\$224.00

Torsion Tube upper mounts



This is the mount at the very top of the torsion tube support wing. If you're running a coilover this mount is not critical, but if you have the torsion bar still installed, this mount takes a significant load.

Application : 1978-95 924/931/944/951/968

Part # MC-2562.....Price \$249 a set

Spring Plate – Inner Delrin Bushings



Installed inside the torsion tube end carrier, over the spring plate, these hard bushings add much needed support to the original factory rubber bushing. An absolute must if torsion bars are removed but helpful even with torsion bars installed.

Application: all 78-95 924/931/944/951/968

Part # MC-3001.....\$79.00

Spring Plate – Outer Delrin Bushings



Installed inside the torsion tube end carrier, over the spring plate, these hard bushings add much needed support to the original factory rubber bushing. An absolute must if torsion bars are removed but helpful even with torsion bars installed.

Application: all 78-95 924/931/944/951/968

Part # MC-3000.....\$89.00

Lower Shock Adapters



Lower shock mounts adapt the original 14mm bolt hole for use with a shock that has race shocks with standard "spherical" ends. Designed to provide the necessary spring/arm clearance so the shocks can be run upside down.

Application: All aluminum armed cars

Part # MC-7000.....\$150.00 a set

Rear sway bar mounts for 944



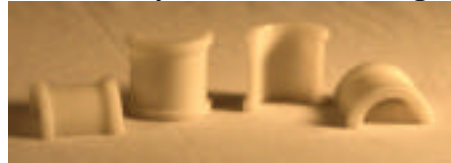
The factory rear sway bar mount allow the bar to deflect vertically under load, significantly reducing its effectiveness. These solid mounts locate the bar so it has to twist, as was originally intended, which increases the effectiveness of the bar itself.

Part # for 16mm bars MC-4000-16.....\$99.00

Part # for 18mm bars MC-4000-18.....\$99.00

Part # for 19mm bars MC-4000-19.....\$99.00

Front sway bar – Inner bushings



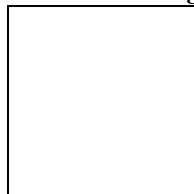
The factory front sway bar mount allow the bar to deflect vertically under load, significantly reducing its effectiveness. These solid mounts locate the bar so it has to twist, as was originally intended, which increases the effectiveness of the bar itself.

Part # for 25.5mm bars MC-4100-25.5.....\$39.98

Part # for 26.8mm bars MC-4000-26.8.....\$39.98

Part # for 30mm bars MC-4000-30.....\$39.98

Front Sway bar – end Bushings (30 mm only)

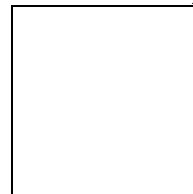


The factory front sway bar rubber ends "squish" under load, reducing the effectiveness of the bar. These solid bushings do not deform under load thereby causing the bar to twist as intended.

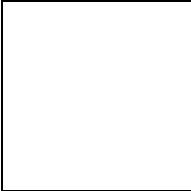
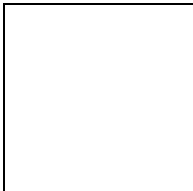
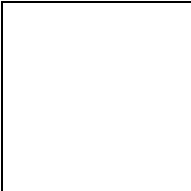
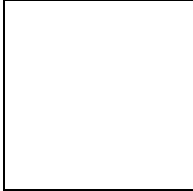
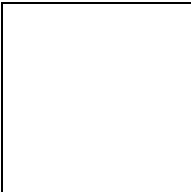
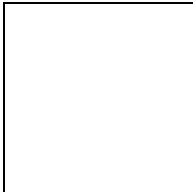
For factory 30mm sway bars only.

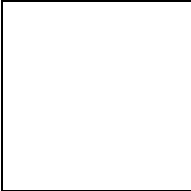
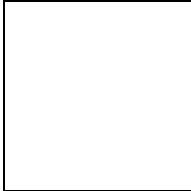
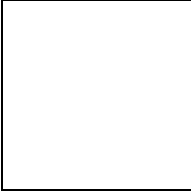
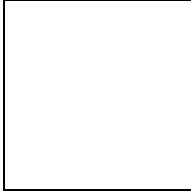
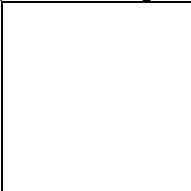
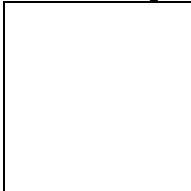
Part # MC-4300.....\$60.00 a set

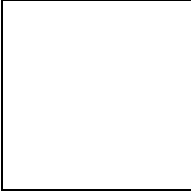
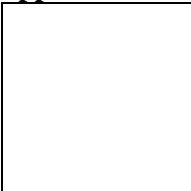
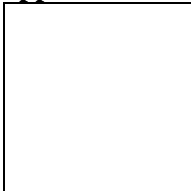
Front Sway bar – A-arm drop link bushings



For cars with aluminum front A-arms, the sway bar drop link connects to the A-arm via rubber bushings. While you need some rubber in the system at this point to allow the necessary misalignment which is called for during operation, replacing either the upper or lower set does increase the sway bars effective stiffness, while still allowing the misalignment to occur.

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| | Part # MC-4200.....\$19.00 a set |
| <p align="center">Upper Spring Hat for coilover struts</p>  <p>This is an upper coilover spring hat for struts. It is specifically designed with an extended top for the 944 cars that have a recessed upped mounting surface. These hats have a 14mm bore and 22mm counter bore that are a perfect fit for any OEM type strut.</p> <p>Application : most coil over struts for use w/2.5" ID race springs</p> <p>Part # MC-7510.....\$35.00 each</p> | <p align="center">Lower spring seat for 951 M030 2.5" conversions.</p>  <p>The 944 Turbo S M030 strut package is still very popular. Most enthusiasts however would like a stiffer spring rate than what was on the factory setup. These lower seats are designed to thread onto the factory collars so that a 2.5" id race spring can be used instead of the factory spring.</p> <p>Part # MC-7520.....\$45.00 each</p> |
| <p align="center">Lower spring jam nut for 951 M030 2.5" conversions.</p>  <p>The 944 Turbo S M030 strut package is still very popular. This is the jam nut that locks the spring seat in place.</p> <p>Part # MC-7530.....\$32.00 each</p> | <p align="center">935 Style spring plate</p>  <p>A 935 style spring plate holds the suspension geometry precisely during hard cornering. An added benefit is the ability to quickly and accurately make toe changes. A must for any serious 911 driver with coilovers.</p> <p>Application: all 911/912/930's though 1989</p> <p>Part # MC-5500..... \$799.00 a set</p> |
| <p align="center">911 Delrin Torsion tube bushings</p>  <p>Delrin torsion bar bushing set for the outer spring plate for 911's mid 76 - 89 with 2 plate spring plate. Part # MC-3200.....\$44.00</p> <p>Delrin bushing for inner spring plate all 911's from 65-89 , Also outer bushings for 911's from 65 - mid 76 with single piece spring plate Part # MC-3250.....\$44.00</p> | <p align="center">911 Delrin front A-arm Bushings</p>  <p>Front Delrin A-Arm-bushing for all 911's through 89 and all 914's. Part # MC-3300.....\$40.00 per set</p> <p>Rear Delrin A-Arm bushings for all 911's though 89 and all 914's Part # MC-3350.....\$40.00 per set</p> |

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| <p align="center">911 Banana Arm Bearing</p>  <p>Installed in the rear Banana arm, these units help to maintain rear wheel geometry under hard cornering. There is no substitute for spherical cartridges like these!</p> <p>Application:</p> <p>All 911/912/930 Part # MC-5000.....\$256.00</p> | <p align="center">944 Turbo Big Brake adapter blocks</p>  <p>When trying to achieve shorter stopping distances, you typically need to use large brakes. These adapters allow you to quickly and easily bolt up “Big Red” or “944 Turbo S” front calipers to your car. Comes with all mounting hardware.</p> <p>Application: 1987-88 944 Turbo, 89-91 944S2, 92-95 968</p> <p>Part # MC-6000.....\$150.00</p> |
| <p align="center">964 Big Brake adapter blocks</p>  <p>When trying to achieve shorter stopping distances, you typically need to use large brakes. These adapters allow you to quickly and easily bolt up “Big Red” or “944 Turbo S” front calipers to your car. Comes with all mounting hardware.</p> <p>Application: 1989-94 911(964)</p> <p>Part # MC-6000.....\$150.00</p> | <p align="center">924S/944 Big Brake adapter blocks</p>  <p>When trying to achieve shorter stopping distances, you typically need to use large brakes. These adapters allow you to quickly and easily bolt up “Big Red” or “944 Turbo S” front calipers to your car. Comes with all mounting hardware.</p> <p>Application: 1983-89 944, 87-88 924S</p> <p>Part # MC-6100.....\$150.00</p> |
| <p align="center">911 Big Brake adapter blocks</p>  <p>When trying to achieve shorter stopping distances, you typically need to use large brakes. These adapters allow you to quickly and easily bolt up Boxster front calipers to your car. Comes with all mounting hardware.</p> <p>Application: 1973-89 911 (with “S” caliper strut housing)</p> <p>Part # MC-6500.....\$150.00</p> | <p align="center">7 mm Wheel Spacers</p>  <p>Sometimes you just need to move your wheel out just a little bit. These 7mm spacers do just that. Works on almost all Porsches.</p> <p>Part # WHLSPC-7.....\$25 each</p> |

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| <p>NEW***944 Front sway bar- Blade style***</p>  <p>Simple and elegant in design, this sway bar uses Indy Car race style “blades” to adjust stiffness. The adjustment range is very broad and adjusting it is as simple as loosening a single bolt. If you are looking for a new front sway bar, you have found it!</p> <p>Part # MC-1000.....\$595.00</p> | <p>NEW***944 “Geometry Correcting” A-arm***</p> <p>The 944 front aluminum control arm has long been known to be a weak point in the car's suspension. Also, when drivers lower their car they throw the suspension geometry “Out of Whack” and thereby lose a lot of the improvement they are hoping to make. Our A-arms are light weight, much stronger than the original factory arms and come with spherical bearings at the front inner pickup and also at the outer ball joint location. Our replaceable pins are tensioned in place, like a wheel stud, so you now have a very strong outer spindle pin that can be made longer than the factory original, without risk of failure. Due to this improved mounting system, we can offer pins of various lengths to correct geometry for lowered cars.</p> <p>Part # MC-2000.....\$1595.00</p> |
| <p>NEW***Front upper shock mount for 928***</p>  <p>When trying to get the most out of your suspension, it is critical that your mounts are stout and do not deflect. These upper mounting plates are very strong and can stand up to even the stiffest of spring rates.</p> <p>Application: All 928's Part # MC-3600.....\$395.00</p> | <p>NEW ***Rear upper shock mount for 928***</p>  <p>When trying to get the most out of your suspension, it is critical that your mounts are stout and do not deflect. These upper mounting plates are very strong and can stand up to even the stiffest of spring rates.</p> <p>Application: All 928's Part # MC-3650.....\$375.00</p> |

To Order Call:

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