

WEVO RARB Console installation on pre 1972 chassis.

If you are using these instructions, you are probably aware that the 911 chassis sheetmetal preceding 1972 is different from the 1972 to 1989 chassis sheetmetal pressings.

The WEVO RARB Consoles are specifically designed to fit the 1972 and later chassis and specifically, the 1978 and later factory sway bar hardware, plus most aftermarket components designed for that same application.

At the date of writing (July 2009) we do not have a specific product for the pre 1972 chassis.

The photographs and descriptions in this document are intended as a guide to assist those who are intending to install the WEVO RARB Consoles on a pre 1972 chassis.

In basic terms the RARB consoles must be installed backwards – with the outer surface (as designed) facing inwards. This photo shows the RARB console being held in position by hand on a 1969 chassis. You can see the curved surface (normally outwards in a 1972 – 1986 chassis) is now facing inwards and the nominally flat face is towards the surface of the chassis box section – albeit with a gap visible.



Cut a strip of material 2 – 3 mm (.080" - .125") thick and ~ 10mm (3/8"ths) wide. Bend this to match the perimeter shape of the "tombstone" section of the RARB console.

Weld this material perpendicular to the mount so that you have a flange extending laterally to close the gap between the RARB console and the chassis box section.

Now grind the flange into the correct taper and contour to allow the RARB console to nest tightly against the chassis along the bottom edge, with the minimum of flange section.

One goal is to have the two RARB consoles as widely spaced as possible – as they will be marginally inboard of the position when mounted on a 1972 and later chassis.

The second goal is to have the RARB consoles mounted with the two mounting faces parallel to each other so that the sway bar does not bind in the bearing blocks when mounted – this is particularly critical with aftermarket sway bars that use plain bearings and not rubber bushings.

The third goal is to have the RARB consoles correctly positioned so that when the engine and transmission are installed, the traverse of the sway bar under the transmission does not foul on the transmission mounting beam. Typically the gap between the sway bar and the transmission beam will only be a few millimeters.

These photos show the RARB fully welded in position. You can see the prominent MIG weld between the RARB Console and the chassis box section.

You can also see where the mounting flange as described above is welded, you can see some evidence of the TIG weld that was used to add the flange to the RARB console before that flange was shaped and the RARB console was welded to the chassis.





END. Jul13th 2009.