

Alignment specs and CC plates

Posted by pyropete125 - 09 Jun 2014 18:48

Hi all,

I am finishing up my 87 924s build and I am wondering on some specs and if caster camber plates are needed.

This car will do some autocross to start and DE events and will eventually [hopefully] some spec racing. I saved this car from the scrap yard and all the suspension parts were on it. I basically took out the bolt in cage and put in a proper one, cleaned it up and put a good fuel pump in it and she started.

current setup:

koni yellows front, red koni backs

27mm front sway, 16mm adj rear

an unknown progressive spring in front and unknown super stiff torsion bar rear

LSD with questionable clutches

aluminum solid front strut top mounts

Thanks,

Pete

=====

Re: Alignment specs and CC plates

Posted by Sterling Doc - 13 Jun 2014 22:16

Welcome!

If the solid top plates are in good shape, you could start with them. Long term, you won't get quite enough camber to be ideal (-3.5 to -4 degrees), but can probably get within a degree by fully adjusting

the spindle on the strut.

=====

Re: Alignment specs and CC plates

Posted by pyropete125 - 08 Jun 2015 17:11

Ok, so I have been working on my car again. I got some upper caster camber plates and I have the spindle/strut bolt maxed out.

I am using Hankook Ventus Z214 slicks.

Front konis with springs are 550lb and rears are bilsteins stock torsion with 225lb coil over helpers. All adjustable heights

How should I adjust the rear monoball for the front A-arm? All the way out for camber? I can adjust the strut with the plates on top.

Is it worth doing the spherical bearings on the A-arm?

So is -4° front camber and -1.5° caster still right? What should toe in be?

I have read max camber (-3.5°+) on the rear and 0 to 1/16" toe in.

Is there a body height reference from rocker panel to floor height?

plus.google.com/photos/11772862586475626.../5801972574991177521

Thanks

Pete

=====

Re: Alignment specs and CC plates

Posted by pyropete125 - 14 Aug 2015 04:43

Any comments?

=====

Re: Alignment specs and CC plates

Posted by pyropete125 - 14 Aug 2015 04:54

Any comments?

I was also told to do 1/16 toe out on the front.

=====

Re: Alignment specs and CC plates

Posted by cbuzzetti - 14 Aug 2015 06:05

I am not a suspension expert but with a car that is nearly balanced 50-50 front to rear I believe you want similar spring rates.

If the Hankook is a full racing slick and not a DOT race tire then you don't want huge camber. You will wear the edge off of it.

Higher spring rates can use less camber. Anti roll bars that are too soft or miss adjusted will cause handling problems.

Unless you are using our spec setup we may not have all the info you need.

=====