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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

1/3

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the spindle on the strut. Re: Alignment specs and CC plates Posted by pyropete 125 - 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

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| Re: Alignment specs and CC plates Posted by pyropete125 - 14 Aug 2015 04:43 |
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| Any comments? |
| Re: Alignment specs and CC plates Posted by pyropete 125 - 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 rackng slick and not a DOT race tire then you dont want huge camber. You will wear the edge off of it. |
| Higher sprkng 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. |
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