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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

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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 pyropete 125 - 14 Aug 2015 04:43
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.