



RENNKIT

eRam Wing Actuation Kits*

996 Turbo Alignment Calculator

*Patent Pending

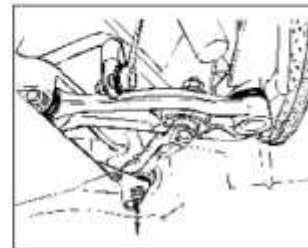
Measure the front and rear vehicle height according to the Porsche spec location. Once known, use your vehicle's front and rear heights to match the appropriate alignment specifications from the chart below.

Measuring Ride Height

Preliminary work

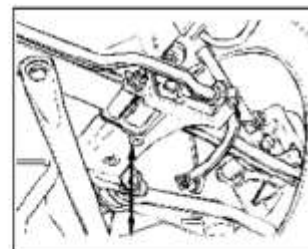
1. For the height check, place the vehicle on a level surface or on the measuring platform (ready to drive, with a full tank, spare wheel and tools).

Front axle



Measure from road contact surface to the lower edge of the hexagon-head bolt of the tension-strut screw connection on the body!

Rear axle



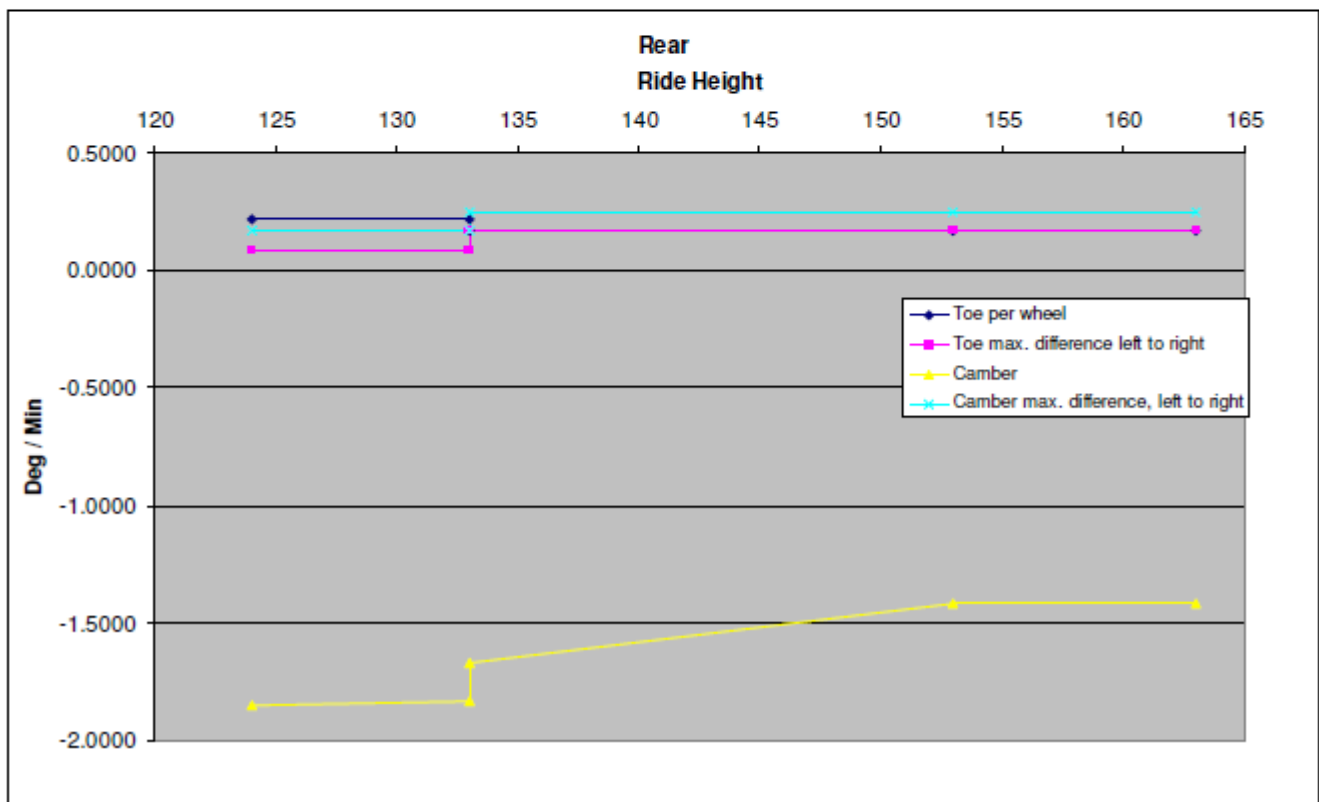
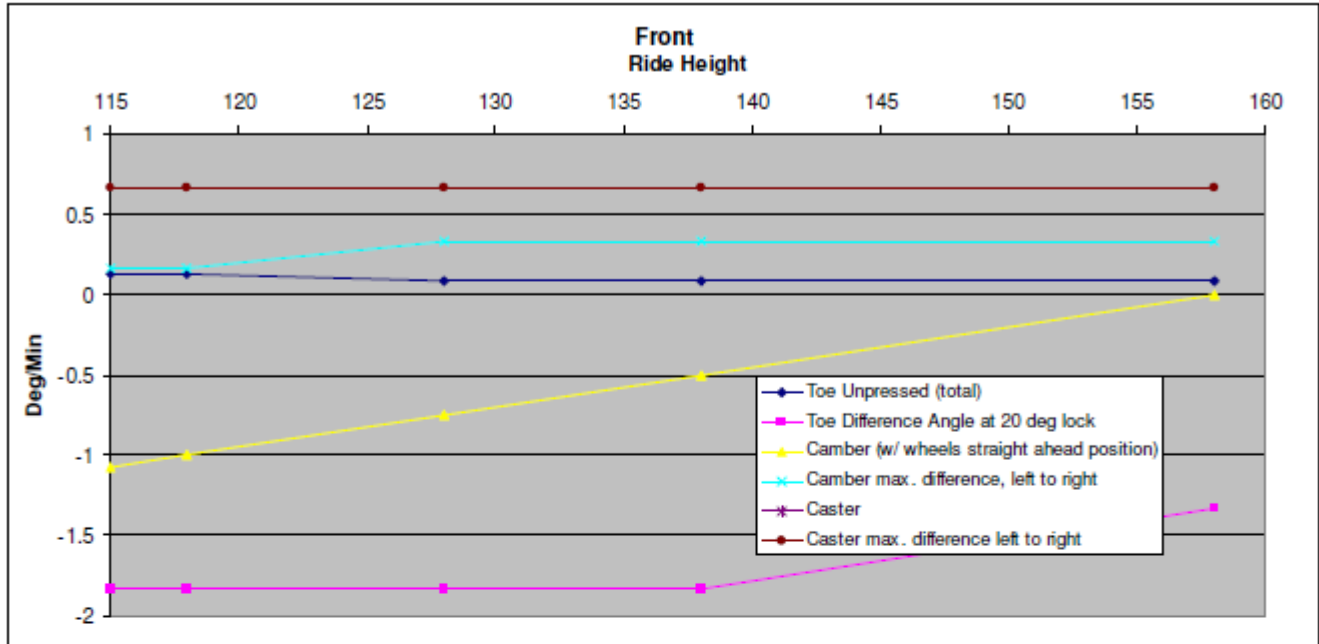
Measure from wheel contact surface to the locating bore in the rear axle side section (between toe and camber eccentrics)!

- The following values relate to the empty weight, i.e., full fuel tank, vehicle with spare wheel/collapsible wheel (not GT2) and tools, but without driver and without additional weight.
- A caster adjustment is normally not necessary and is therefore not present.
- **The toe-difference angle value is also influenced by the vehicle height. For this reason the measured result must be evaluated accordingly. No action is necessary in the case of small deviations from the toe-difference angle required value, as long as the value to the right and the left is almost the same.**
- **Calibrate steering angle sensor with wheels straight-ahead with the Porsche System Tester 2.**
- **The steering angle sensor actual value must be checked after a suspension alignment where no changes were made to the wheel alignment values.**

Vehicle height	Turbo USA	Turbo RoW	Turbo X73 (20 mm lower)	GT2
Front-axle height				
with 18-inch wheels [mm]	158 ± 10	138 ± 10	128 ± 10	118 + 5 (118 to 123)
From road contact surface to lower edge of hexagon-head bolt (a/T 18) of the tension-strut screw connection to the body.				
Rear-axle height				
with 18-inch wheels [mm]	163 ± 10	153 ± 10	133 ± 10	133 + 5 (133 to 138)
From wheel contact surface to the locating bore in the rear-axle side section (between toe and camber eccentrics).				

Wheel alignment values	Turbo USA	Turbo RoW	Turbo X73 (20 mm lower)	GT2
Front axle				
Toe unpressed (total)	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'	+ 8' ± 2'
Toe difference angle at 20° lock	- 1° 20' ± 30'	- 1° 50' ± 30'	- 1° 50' ± 30'	- 1° 50' ± 30'
Camber (with wheels in straight-ahead position)	0' ± 15'	- 30' ± 15'	- 45' ± 15'	- 1° ± 5'
max. difference, left to right	20'	20'	20'	10'
Caster	8° ± 30'	8° ± 30'	8° ± 30'	8° ± 30'
max. difference, left to right	40'	40'	40'	40'
Rear axle				
Toe per wheel	+ 10' ± 5'	+ 10' ± 5'	+ 10' ± 5'	+ 13' ± 2'
max. difference, left to right	10'	10'	10'	5'
Camber	- 1° 25' ± 15'	- 1° 25' ± 15'	- 1° 40' ± 15'	- 1° 50' ± 5'
max. difference, left to right	15'	15'	15'	10'

Find your settings based on ride height, below:



Contact Rennkit for an Excel calculator to obtain exact measurements: email to djcooper@rennkit.com