GEOMETRIE 996 GT3 mk2

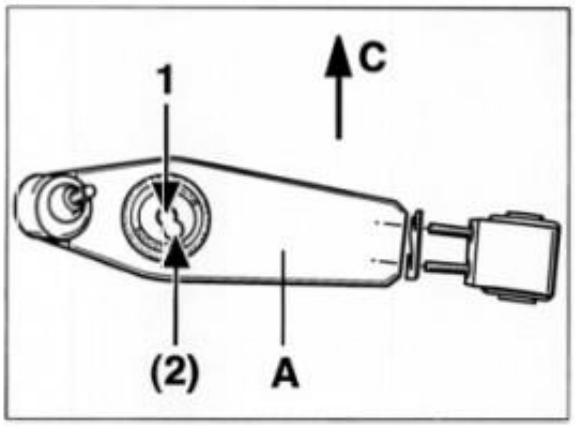
TABLE DES MATIERES

BRAS INFERIEUR AVANT

Instructions for fitting diagonal control arm on control arm – GT3

In the case of the road version of the GT3 (M002 and M003), the diagonal control arm must be fitted at the centre bore (No. 1) of the control arm.

Left control arm (A)



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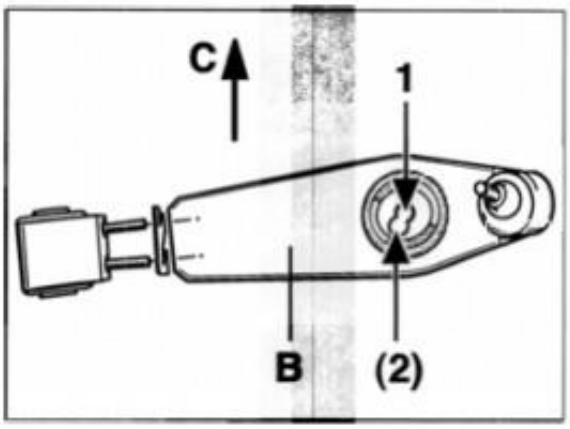
A - Left control arm
C - Direction of travel
1 - Centre bore for road GT3
2 - Rear bore only for Cup vehicle. (with racing circuit camber values)

Right control arm (B)



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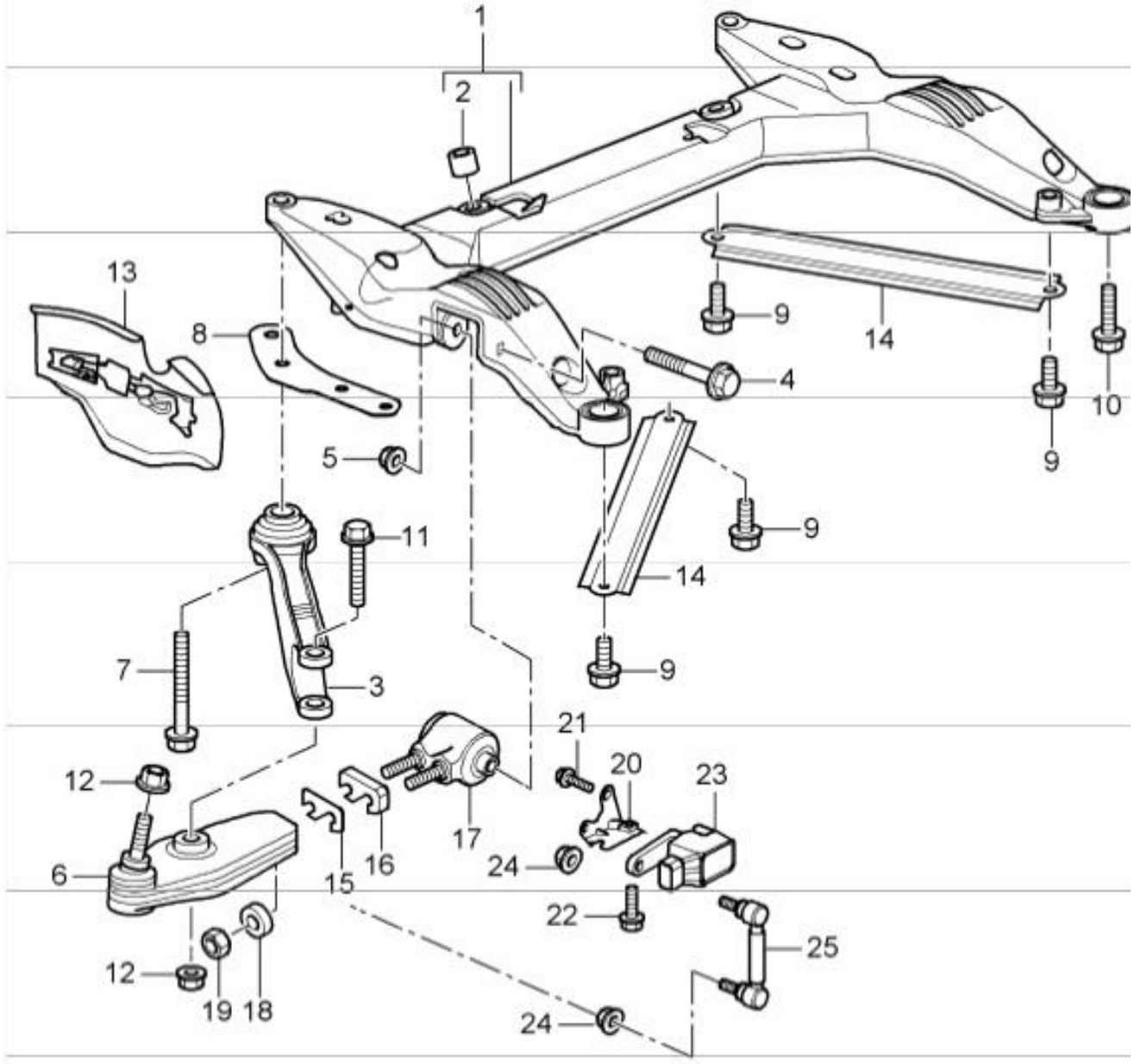
B - Right control arm
C - Direction of travel
1 - Centre bore for road GT3
2 - Rear bore only for Cup vehicle (with racing circuit camber values)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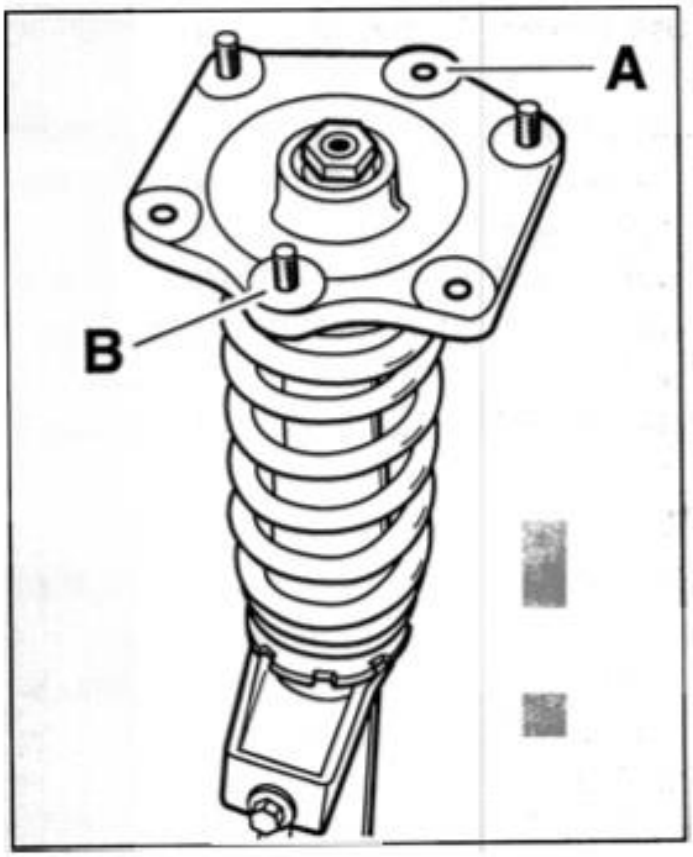
COUPELLE D'AMORTISSEURS AVANT

Note

The three unused bores in the spring strut mount are intended only for driving on racing circuits. The three fastening bolts (M8) are fitted in these holes in this case. This increases the negative camber.



A - Outside of vehicle
B - Inside of vehicle

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REGLAGE SUSPENSION AVANT

Installation

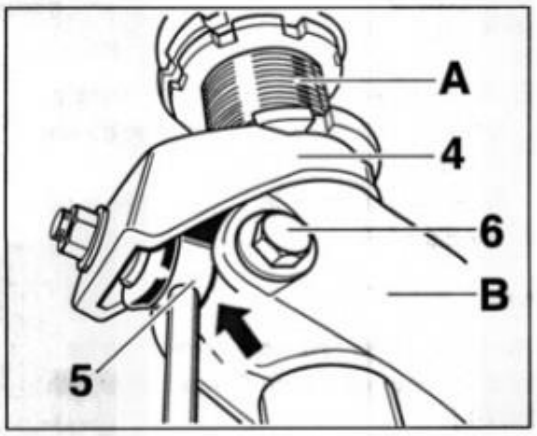
1. Install in reverse order. Before installing, give the parts a visual check. Replace brake caliper fastening screws.

2. Do not grease screwed connections in **Dacromet finish** – aluminium colour. **Use correct tightening torques.**

3.1 Insert spring strut (A) as far as it will go into the wheel carrier (B). Before tightening the fastening screw No. 6, twist (align) the spring strut (A) until the stablizer block is in the correct position with respect to the wheel carrier (B).
The correct position is described in Point 3.2.

Note

As the installation conditions are confined, the correct position (fitting) of these parts is a prerequisite for adequate clearance of the stabilizer mount in the area of the wheel carrier/stabilizer block.



Arrow = cutout in the wheel carrier (clearance) for the stabilizer mount

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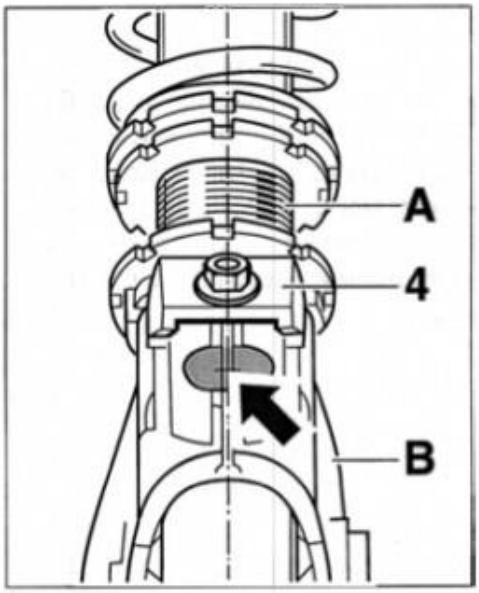
3.2 Correct position with respect to the wheel carrier means:
The receiving bore for the stabilizer mount in the stabilizer block must be **centred** (aligned) with respect to the cutout of the wheel carrier (arrow).
This prevents the stabilizer mount from coming into contact with the wheel carrier when the wheels are turned completely to the right or left.

Note

Contact marks are visible on the housing in individual cases. These marks are due to the incorrectly positioned stablizer block (spring strut to wheel carrier). The stabilizer mount is not damaged, however.

Stabilizer mounts with contact marks can be replaced if assembly is to be conducted in this area.



A = Spring strut
B = Wheel carrier
4 = Stabilizer block

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Arrow = cutout in the wheel carrier (clearance) for the stabilizer mount

40 Disassembling and assembling front spring strut – GT3

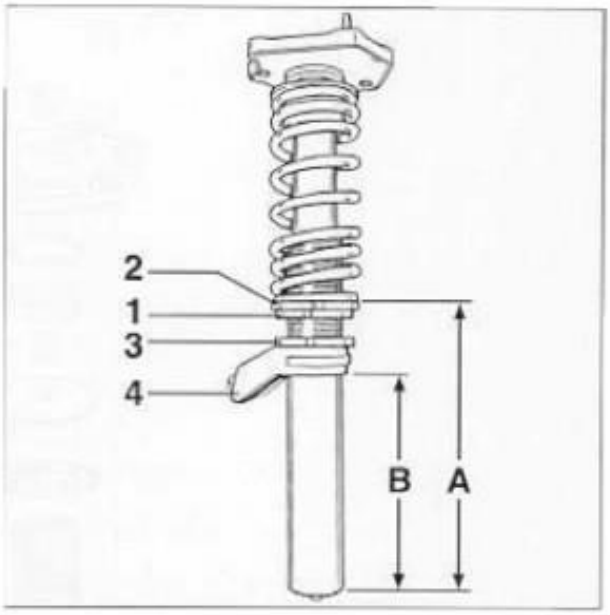
Notes about adjustment work on the spring struts

The spring strut has a thread and a height adjusting nut No. 2 for height adjustment. The height adjusting nut No. 2 is secured against turning by the lock nut No. 1.

The stabilizer block - No. 4 - (mounting saddle for the stabilizer mount) is also fitted on the thread. The stabilizer block can be vertically adjusted and it is provided with a lock nut No. 3. **This adjustment possibility is only useful for racing.** It can be used to ensure that enough clearance is available for the stabilizer mount even for deviating vehicle heights (only for racing) and also that the stabilizer mount can be fitted free of tension.

The stabilizer block No. 4 **does not need to be adjusted** for the vehicle height prescribed for street use.

The stabilizer block No. 4 – dimension B – is also set with replacement dampers.



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1 – Lock nut
2 – Height adjusting nut
3 – Lock nut
4 – Stabilizer block

Dimension A = pre-setting dimension for production (273 mm). The dimension may be different with the prescribed vehicle height. If the damper is replaced, the actual dimension must be transferred to the new damper.

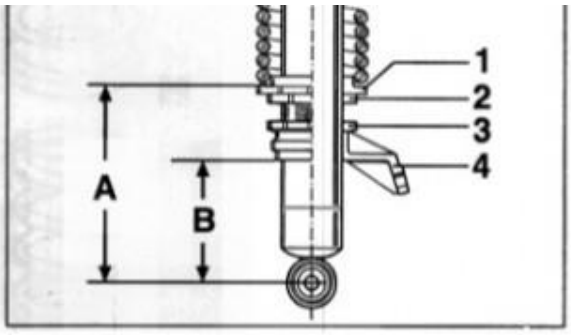
Dimension B = 198 mm (plus/minus 0.5 mm)

REGLAGE SUSPENSIONS ARRIERE

The stabilizer block - No. 4 - (mounting saddle for the stabilizer mount) is also fitted on the thread. The stabilizer block can be vertically adjusted and it is provided with a lock nut No. 3. **This adjustment possibility is only useful for racing.** It can be used to ensure that enough clearance is available for the stabilizer mount even for deviating vehicle heights (only for racing) and also that the stabilizer mount can be fitted free of tension.

The stabilizer block No. 4 **does not need to be adjusted** for the vehicle height prescribed for street use.

The stabilizer block No. 4 – dimension B and dimension C – is also set with replacement dampers.

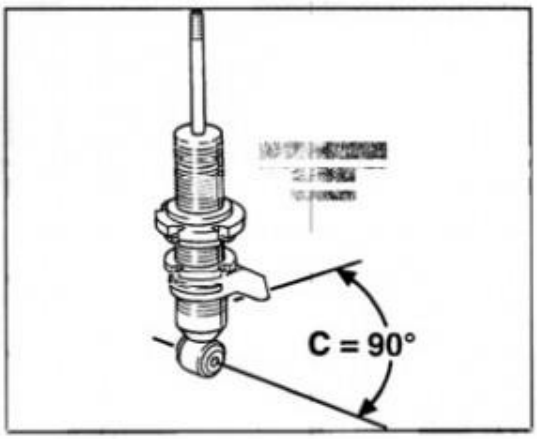


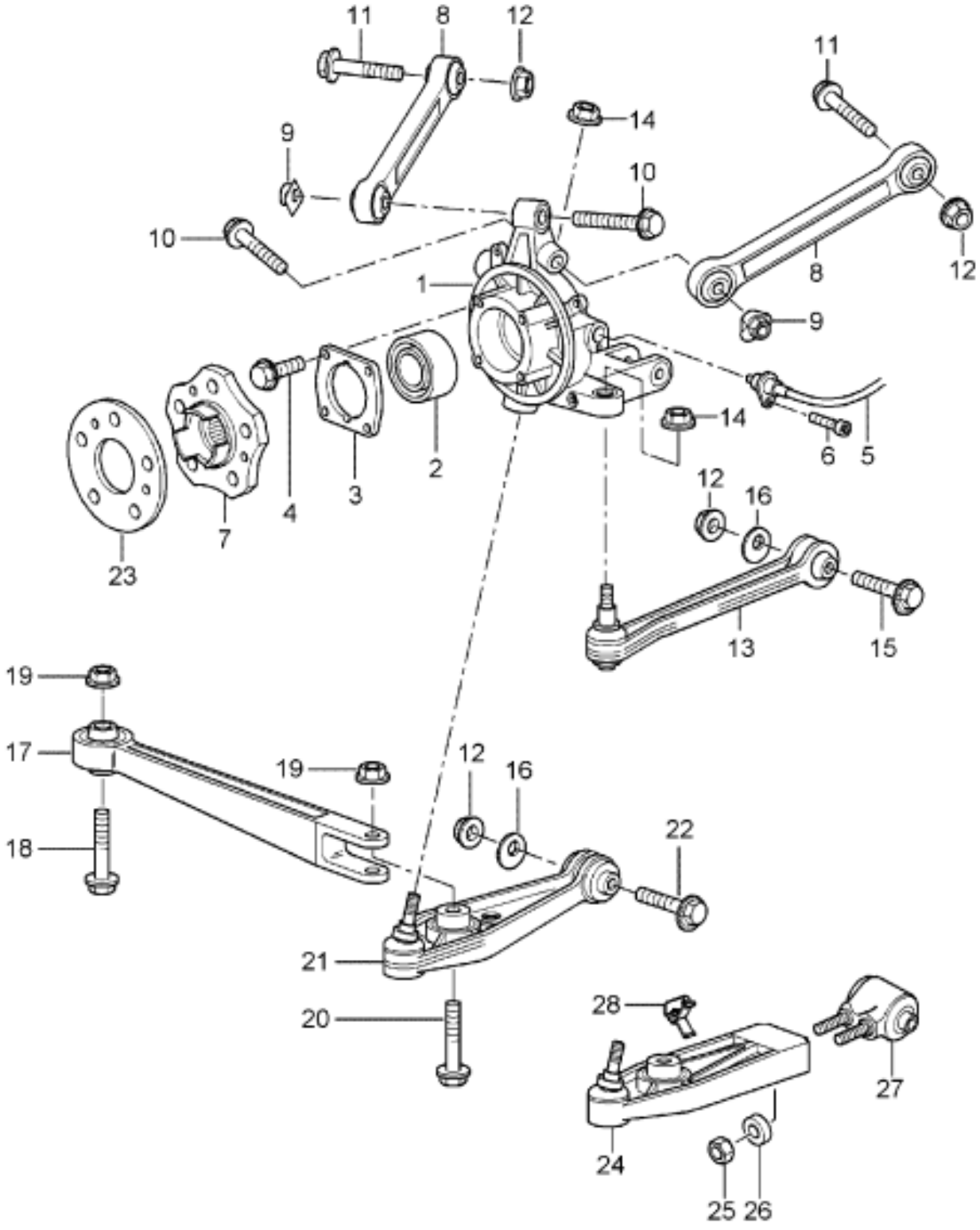
427 10002

1 – Lock nut
2 – Height adjusting nut
3 – Lock nut
4 – Stabilizer block

Dimension A = pre-setting dimension for production (185 mm). The dimension may be different with the prescribed vehicle height.

Dimension B = 105 mm (plus/minus 1 mm)
Dimension C = 90 degrees (see illustration 42930001)

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MESURE DES HAUTEURS DE CAISSE

General

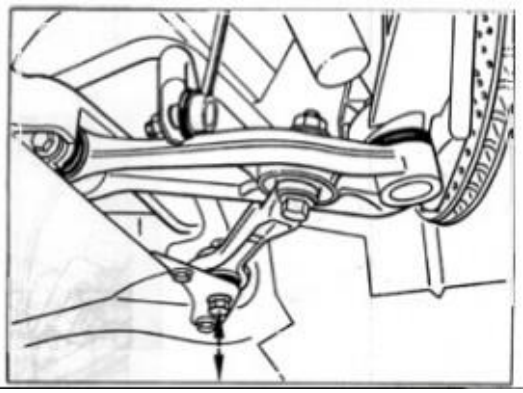
The vehicle height at front and rear axle is **not** adjustable.

Preliminary work

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). Compress vehicle at front and rear by approximately 25 mm 2-3 times and allow it to spring back freely.

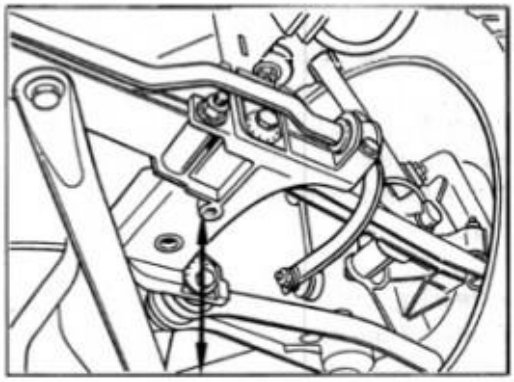
Front axle

Measure from road contact surface to the lower edge of the hexagon-head bolt of the tension-strut screw connection to the body. Nominal values for front and rear axles are given on Page 44 - 3.



Rear axle

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



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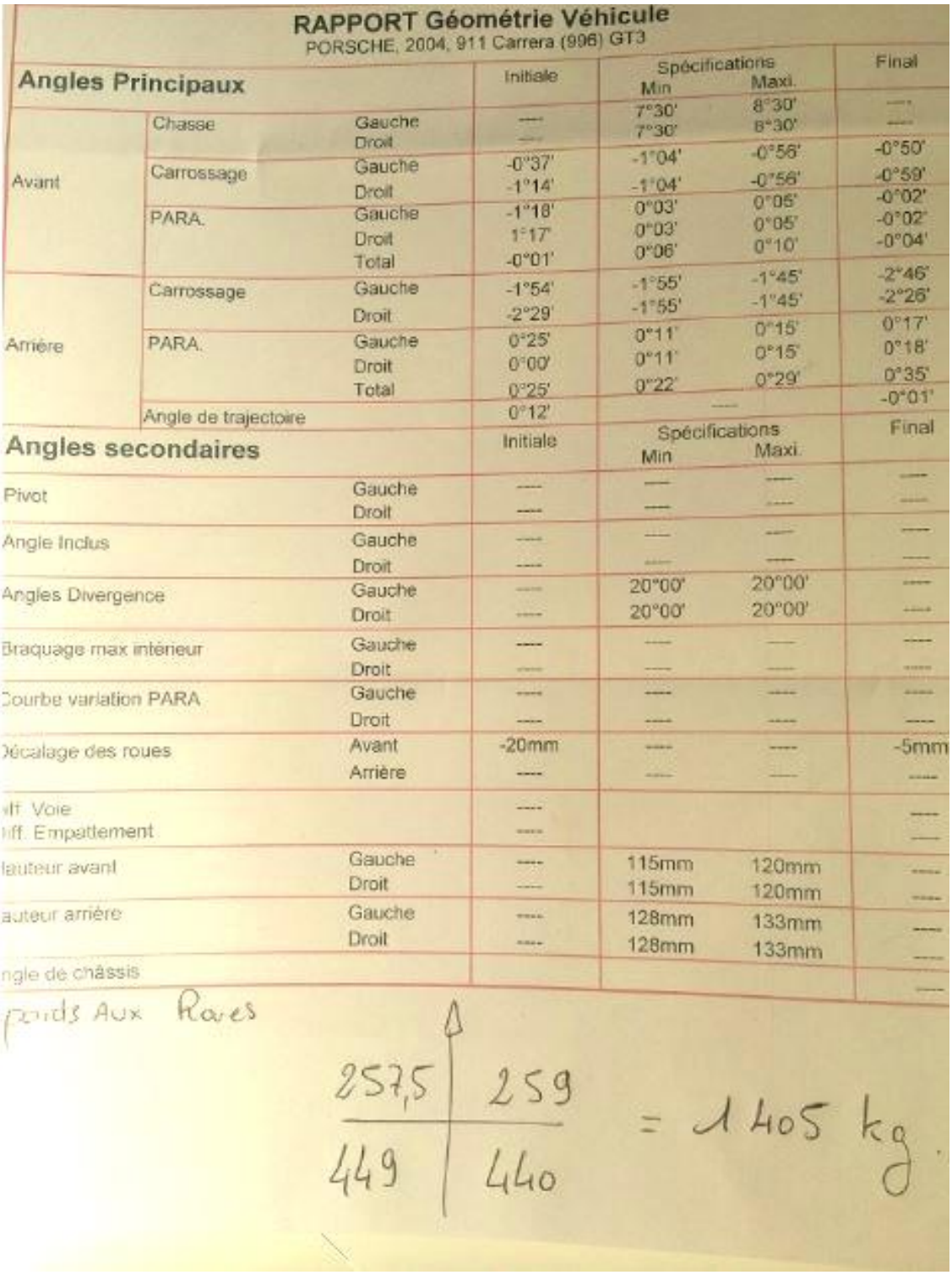
GEOMETRIE CRUBILE



RAPPORT Géométrie Véhicule

PORSCHE, 2004, 911 Carrera (996) GT3

Angles Principaux			Initiale	Spécifications Min	Spécifications Maxi.	Final
Avant	Chasse	Gauche	----	7°30'	8°30'	----
		Droit	----	7°30'	8°30'	----
	Carrossage	Gauche	-0°37'	-1°04'	-0°56'	-0°50'
		Droit	-1°14'	-1°04'	-0°56'	-0°59'
	PARA.	Gauche	-1°18'	0°03'	0°05'	-0°02'
		Droit	1°17'	0°03'	0°05'	-0°02'
		Total	-0°01'	0°06'	0°10'	-0°04'
Arrière	Carrossage	Gauche	-1°54'	-1°55'	-1°45'	-2°46'
		Droit	-2°29'	-1°55'	-1°45'	-2°26'
	PARA.	Gauche	0°25'	0°11'	0°15'	0°17'
		Droit	0°00'	0°11'	0°15'	0°18'
		Total	0°25'	0°22'	0°29'	0°35'
	Angle de trajectoire		0°12'	----		-0°01'

Angles secondaires		Initiale	Spécifications Min	Spécifications Maxi.	Final
Pivot	Gauche	----	----	----	----
	Droit	----	----	----	----
Angle Inclus	Gauche	----	----	----	----
	Droit	----	----	----	----
Angles Divergence	Gauche	----	20°00'	20°00'	----
	Droit	----	20°00'	20°00'	----
Braquage max intérieur	Gauche	----	----	----	----
	Droit	----	----	----	----
Courbe variation PARA	Gauche	----	----	----	----
	Droit	----	----	----	----
Décalage des roues	Avant	-20mm	----	----	-5mm
	Arrière	----	----	----	----
Diff. Voie		----			----
Diff. Empattement		----			----
Hauteur avant	Gauche	----	115mm	120mm	----
	Droit	----	115mm	120mm	----
Hauteur arrière	Gauche	----	128mm	133mm	----
	Droit	----	128mm	133mm	----
Angle de châssis					----

Poids Aux Roues

257,5 | 259

449 | 440

= 1405 kg.

Fiche de mesure - GT3

Contrôle de géométrie Porsche					
Client :			N° d'ordre de réparation : 10550		
Rue :			N° d'ident. véhicule WP0ZZZ99Z4		
Lieu :			N° d'immatriculation :		
Téléphone :			Première mise en circulation : 2004		
			Position du compteur kilométrique : km/miles 59417		
Mesure effectuée par :			Date/signature : 12 05 2016		
Véhicule : 911 GT3 (996) M002 et M003			Version :		
Prévision de mesure (poids du véhicule) :			Poids à vide selon DIN 70020.		
Ce qui signifie : réservoir de carburant plein et véhicule avec outillage de bord.					
Motif du contrôle :					
Marque des pneumatiques :		Dimensions/modèle avant :		Arrière :	
		Avant gauche	Avant droit	Arrière gauche	Arrière droit
Pression de gonflage à froid (bars)		2.0	2.0	2.0	2.0
Pneu/jante (détériorations évtl.) Profondeur de sculpture (mm)					
		Contrôle initial	Valeurs théoriques / Diff. gauche/droite max. ←→)		Contrôle final
Hauteur de caisse/charge sur roue :					
Avant (mm/kg)	Gauche/droite		(5 mm/15 kg maxi ←→)		
Arrière (mm/kg)	Gauche/droite		(5 mm/15 kg maxi ←→)		
Train arrière :					
Carrossage	Gauche/droite	2°25' 2°35'	- 1° 50' ± 5' / (max. 10' ←→)		2°50' 2°50'
Pincement	Gauche/droite	72mm 73mm	+ 13' ± 2' / (max. 5' ←→)		75mm 75mm
	Total	+ 0°45'	+ 26' ± 4'		+ 0°30'
Angle de l'axe de déplacement			0° 00' ± 5'		
Train avant :					
Chasse	Gauche/droite		+8° ± 30' / (max. 40' ←→)		
Angle différentiel de braquage	Gauche				
	Droite				
Carrossage	Gauche/droite	2°40' 2°45'			3°00' 3°00'
Pincement	Gauche/droite	11mm 7mm			12mm 12mm
	Total	+ 0°30'			0°00'

GEOMETRIE APC

APC
Atelier Philippe Caballe
29 rue Charles de Gaulle
94140 ALFORVILLE
No. Téléphone : 01.43.75.97.97
N° Télécopie : 01.43.75.97.98

Client :
Société :
N° plaque :
Kilométrage : 43328
Véhicule : PORSCHE, 911 CARRERA [996], 04-05, GT3

Date : 24/12/2015 17:31
N° IDV.
Opérateur : 1
No. Commande.:

Gauche Initiale Droit

8°30' 8°00' 7°30' | 7°30' 8°00' 8°30'
8°15' | 7°51'
-0°56' -1°00' -1°04' | -1°04' -1°00' -0°56'
-0°50' | -1°15'
0°03' 0°04' 0°05' | 0°05' 0°04' 0°03'
0°00' | -0°01'
-1°45' -1°50' -1°55' | -1°55' -1°50' -1°45'
-2°39' | -2°31'
0°11' 0°13' 0°15' | 0°15' 0°13' 0°11'
0°15' | 0°26'
0°05'

Gauche Final Droit

8°30' 8°00' 7°30' | 7°30' 8°00' 8°30'
8°11' | 7°50'
-0°56' -1°00' -1°04' | -1°04' -1°00' -0°56'
-1°24' | -1°23'
0°03' 0°04' 0°05' | 0°05' 0°04' 0°03'
0°06' | 0°06'
-1°45' -1°50' -1°55' | -1°55' -1°50' -1°45'
-2°11' | -2°10'
0°11' 0°13' 0°15' | 0°15' 0°13' 0°11'
0°13' | 0°13'
0°26'
0°00'