

44 Suspension alignment settings

The following specifications refer to the curb weight to DIN 70020. This means: Full fuel tank, spare tire and tools in vehicle.

Differing settings for U.S. vehicles are given in brackets.

Carrera RS versions: M002 = basic version / M003 = Clubsport version
Information on alignment of the Carrera RS: Page 44 - 19 ff.

Vehicle height

		RoW: Standard (USA: Standard)	RoW: Sport (USA: Sport)	Carrera S /4S RoW (Carrera S /4S USA)	Carrera RS M002/M003
Front-axle height	mm	154 ± 10 (174 ± 10)	144 ± 10 (174 ± 10)	144 ± 10 (174 ± 10)	124 ± 10
From road contact surface to outer hexagon head bolt of "cross member to body" mounting (as on 964) Fig. – Measuring point p. 44-12					
Max. left-to-right difference	mm	5	5	5	5
Rear-axle height	mm	147 ± 10 (157 ± 10)	127 ± 10 (157 ± 10)	127 ± 10 (157 ± 10)	107 ± 10
from road contact surface to rear mating face of bottom of subframe Fig. – Measuring point p. 44-12					
Max. left-to-right difference	mm	5	5	5	5
Max. front axle to rear axle height difference	mm	10	10	10	10
(also refer to p. 44-11 in General section)					
Max. left-to-right wheel load difference on front and rear axle	kg	20	20	20	20

Suspension values

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Front axle	RoW: Standard (USA: Standard)	RoW: Sport (USA: Sport)	Carrera S / 4S RoW (Carrera S/ 4S USA)	Carrera RS M002/M003
Toe, unpressed (total)	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'	+ 5' ± 5'
Toe difference angle at 20° steering lock	- 1° ± 30' (- 40' ± 30')	- 1° 45' ± 30' (- 40' ± 30')	- 1° 45' ± 30' (- 40' ± 30')	- 1° 27' ± 30'
Camber (with wheels in straight-ahead position)	- 20' ± 10'	- 20' ± 10'	- 20' ± 10'	- 1° ± 10'
max. left-to-right difference	10'	10'	10'	10'
Caster*	5° 20' + 15' - 30'	5° 20' + 15' - 30'	5° 20' + 15' - 30'	5° 20' + 15' - 30'
max. left-to-right difference	15'	15'	15'	15'

Try to achieve the specified caster setting (5° 20')

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Rear axle

	RoW: Standard (USA: Standard)	RoW: Sport (USA: Sport)	Carrera S / 4S RoW (Carrera S / 4S USA)	Carrera RS M002/M003
Toe per wheel	+ 10' ± 5 ^{***}	+ 10' ± 5 ^{***}	+ 10' ± 5'	+ 15' ± 5 ^{***}
max. left-to-right difference	10'	10'	10'	10'
Camber	- 1° 10' ± 15 ^{***}	- 1°10' ± 15'	- 1°10' ± 15'	-1°20' ± 10'
max. left-to-right difference	20'	20'	20'	20'
Kinematic toe-in change max. difference between steering arm angle 2 and steering arm angle 5	1.5 SKE*	1.5 SKE*	1,5 SKE*	1,5 SKE*

* SKE = scale unit. Measure and read off in center of bubble level.

** Changed values are also retroactive in effect (as of start of series).

Previous values: toe setting per wheel = + 15' ± 5' / camber = - 55' ± 15'

***The ideal value (+ 15' per wheel) should be aimed for.