



Rear Uprights

The rear uprights change has a bit of a different purpose than the front uprights. The front geometry changes pretty rapidly with ride height where the rear is less dramatic in terms of Roll center. What you get from rear upright change is reduced roll moment from a 32mm shift in hub center to mounting points. Things are limited here for change due to axle location but the result in turn-in sharpness is huge. When you lower the rear, the roll couple stays the same because the 1:1 movement of RC with ride height (and CG). So your geometric anti-roll is effectively unchanged. Reducing the roll couple by raising RC back up closer to stock height coupled with the lower CG means when a turn is initiated more load transfer through the geometric anti roll happens immediately. Thats a lot of words, but it means you will need to adjust how soon you turn in because it WILL be sharp.

This also brings the camber gain back closer to the natural linear rate (closer to 0.5deg/in) and away from the much steeper 1deg/in and climbing rate most lowered cars are in. Keeping things closer to the linear range does require a touch more static negative camber but the trade-off is a much more progressive feel when the back end starts moving. In the two cars we setup this really let us shift bias rearward without making the cars unstable. And with greater static camber the wear across the rear tire has been a huge improvement.

Bumpsteer adjustment is also added to dial in neutral, or a toe-in under throttle setup. We haven't played with it enough yet, but one thing I want to test next year is a slight toe-out on lift for rotation and toe-in on squat for putting power down. The kit also comes with new Toe-arm which is a turn-buckle and replaces the OEM toe-arm.

Trailing arm mount is shifted that 32mm also to help get back some of the factory built in Anti-Squat geometry. Because we typically run pretty extreme rear spring rates, I haven't noticed this effect being substantial personally, but it does help getting things back closer to OEM specifications.