



WITH THE NEW SUSPENSION COMPONENTS FITTED, THE CAR NOW SITS ABOUT 35MM LOWER AND DISPLAYS CONSIDERABLY MORE COMPOSED HANDLING TRAITS



THE PARTS LINEUP

WOJTEK (pronounced Woy-tek), our Whiteline suspension expert assessed the standard suspension package with a base wheel alignment measurement and on-road driving tests. These tests showed some weak points in the factory settings, and offered a starting point at which to begin the improvements. The first upgrade was to replace the relatively small standard sway bars with some thicker items that are stiffness adjustable and also fit a camber adjustment kit at both the front and rear. The stiffer sway bars mean that the car no longer rolls so noticeably through corners and allows the inside tyres to maintain higher levels of grip through the duration of a turn. The car now sits flatter through corners and steering is noticeably firmer and more responsive.



The added bonus of fitting the adjustable sway bars means that the specified stiffness of these bars can be changed quickly and easily. This will allow the car to be tuned to display differing handling traits, ranging from understeer through to neutral handling and then oversteer.



With the handling pack fitted, the guys at Whiteline then set about manufacturing a set of springs to replace the standard items. Progressive rate springs were chosen, primarily due to legal requirements that the spring will be held in place, even with the suspension at full droop. Contrary to most people's understanding, linear springs are more appropriate for lowered sports applications for a variety of reasons but more importantly, 99% of aftermarket progressive designs are near linear in rate at normal operation. The progression is almost inactive and is used to keep the spring trapped at full droop. The new springs offered a drop in ride height of approximately 38mm at the front and 32mm at the rear.

