Ground Control camber plates with Bilstein struts

Posted by KDJones2000 - 01 Sep 2017 09:50

1987 924S, with standard Bilstein struts up front running with 350# springs and a GC coilover setup with GC camber plates.

I am having the main plate of the camber plate on both sides of the car start to bend up after several races. I have carefully flattened them on a press and reinstalled and they end up bowing up slightly after s couple of races.

I spoke with the GC guys, and they are telling me that the internal bump stops in the Bilsteins are making contact during turns, which is causing the deformation. They say to go to a higher spring rate, and have Bilstein shorten the bump stops in the struts by ~50%.

I am wondering if anyone else has experienced this? I am guessing that not that many of you are running Bilsteins, so it could be there is not that much data out there.

I run in other series with this car that don't allow for adjustable shocks/struts, so am a kind of stuck with them.

Thanks for any help...

Keith

==========

Re: Ground Control camber plates with Bilstein struts

Posted by KDJones2000 - 06 Sep 2017 22:10

Here are some pictures of what I am talking about:

s26.postimg.org/n6h10voo9/2017_GC_Camber_Plates1.jpg

s26.postimg.org/bsuhpoe5l/2017_GC_Camber_Plates2.jpg

==========

Re: Ground Control camber plates with Bilstein struts

Posted by Robbie - 07 Sep 2017 05:06

_____

Those are supposed to be installed under the body. That's part of the reason they are bending so badly. Mine did not bend that badly. If you want a camber plate that installs like you have, you need to buy the more expensive camber plates. Those don't bend and give you an extra inch of travel.

==========

Re: Ground Control camber plates with Bilstein struts

Posted by cbuzzetti - 01 Oct 2017 20:32

_____

I have experienced this same problem with the GC camber plates. I ended up with a raised top camber plate by Wrightwood Racing but are no longer being made. I believe that Kolkeln (sp) still makes these.

This will give you an additional 1-1.5" of travel before bottoming. The 350 lb spring is part of the problem but it is closer to the correct spring rate for the Bilstein shock.

Another thing to try is raising the car until the control arm is parallel to the ground. This will give you the best geometry for the suspension. Overly lowered cars develope multiple problems.

==========