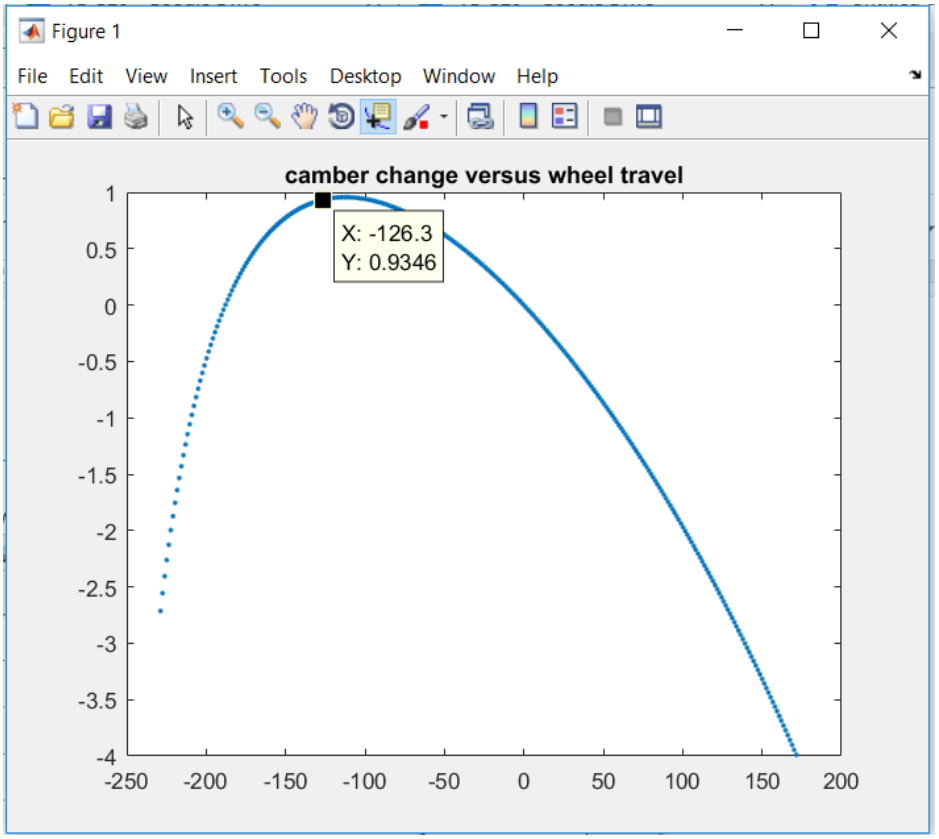
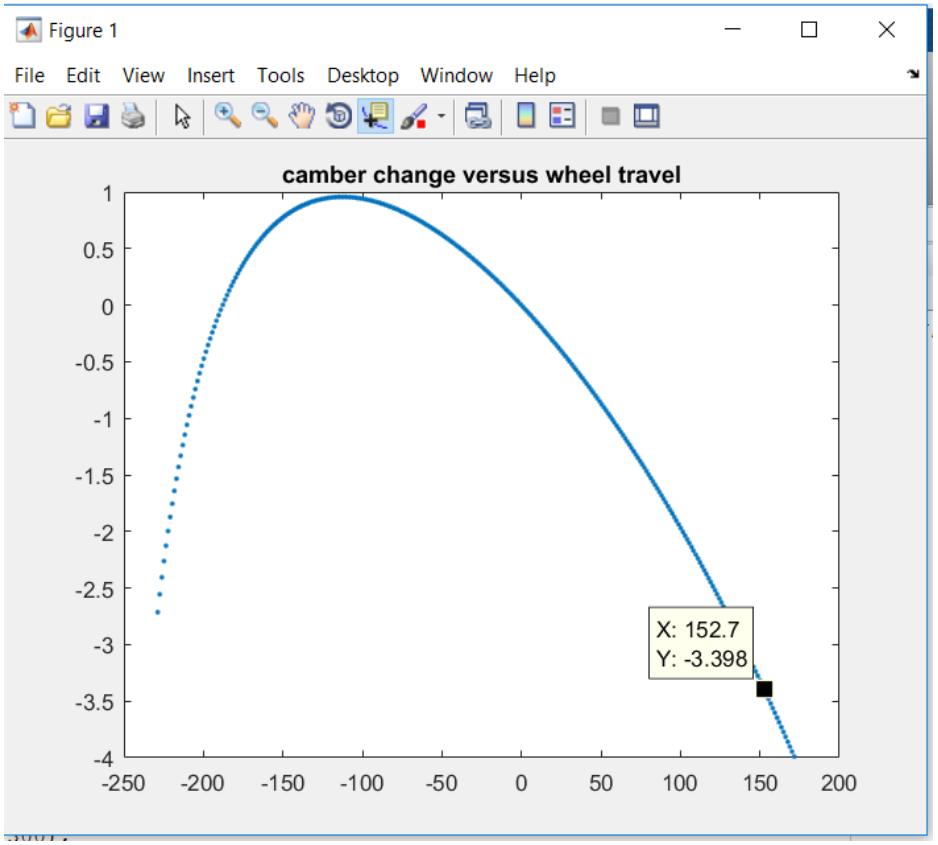
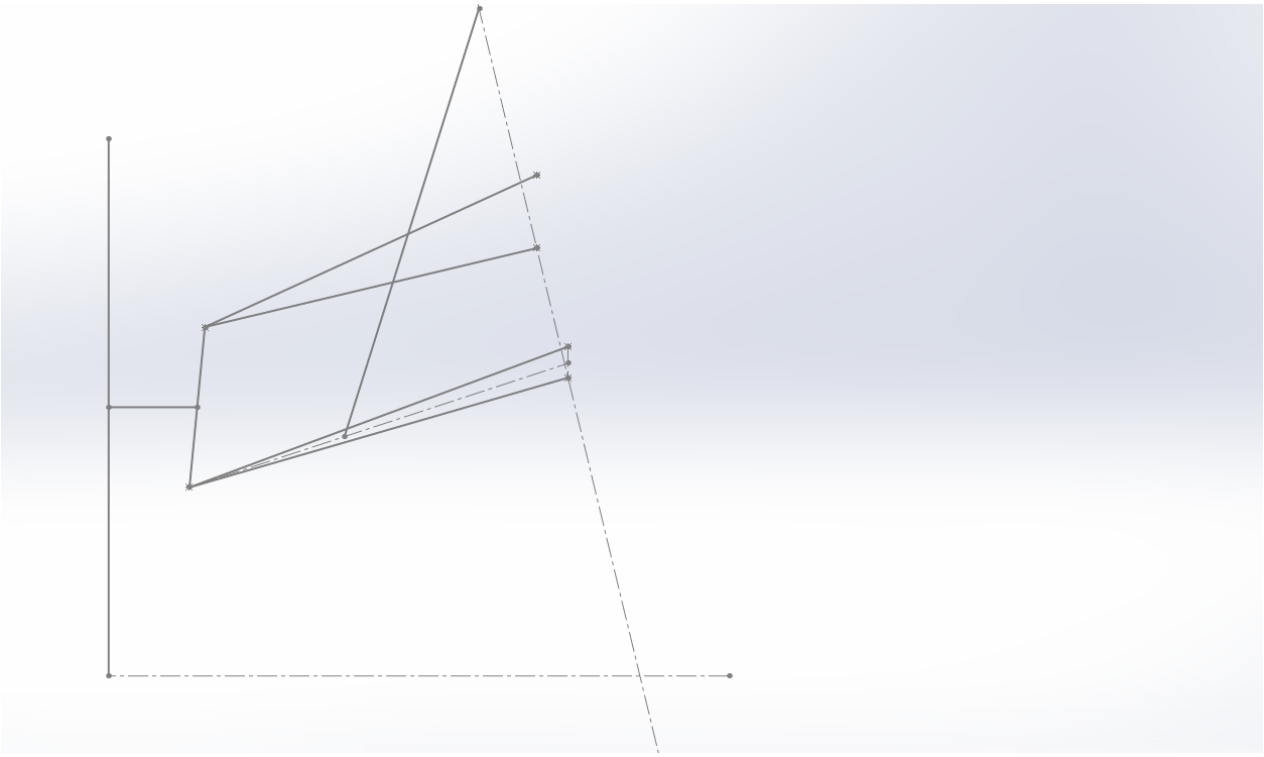
- A ride height of 13” and track width of 1350mm was decided .
- Upper and lower chassis points in the front view were decided in a manner so that we get a little positive camber on droop and a greater negative camber on bump.



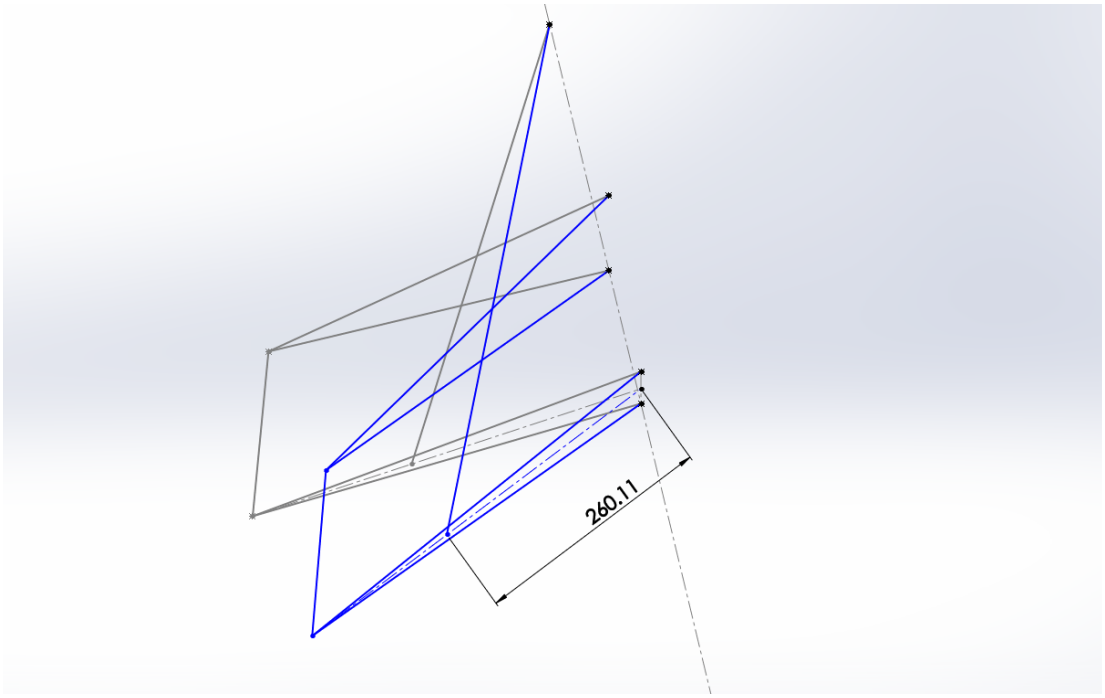
- So the decided parameters were-
  Upper chassis point-(209,473)
  Lower chassis point-(175,330.2)
  Upper ball joint-(570.22,379.23)
  Lower ball joint-(587,204.97)
  Spindle length -96.39mm



- Anti dive percentage was decided to be around 0% during the wheel travel.
- According to that , the movement of side view instantaneous centre with wheel travel was obtained.
- The position of A arms were decided so as to maintain the anti dive features and also in accordance to the chassis .
- The points were -

| | | | | |
|---|---|---|---|---|
| chassis upper points | aft | 41.05 | 209 | 464.94 |
| | fore | -272.64 | 209 | 544.36 |
| chassis lower points | aft | 40.09 | 175 | 324.14 |
| | fore | -234.79 | 175 | 357.92 |
| tie rod points | chassis end | -66.24 | 207.5 | 366.09 |
| | knuckle end | -66.24 | 604.37 | 250.72 |
| damper point(on chassis) | | 42.83 | 271.92 | 725.51 |
| damper point (on a arm) | | -41.13 | 418.3 | 260.17 |
| UBJ | | 9.2 | 570.22 | 379.23 |
| LBJ | | -9.2 | 587 | 204.97 |

The damper points were then decided on the chassis and the lower a arm so as to keep a motion ratio of 2, to have a damper travel of 5.5” with wheel travel of 11”.




Maximum damper length of 20.5” at the droop of 5”.