

Link do produktu: <https://bizongarage.pl/front-drift-angle-lock-kit-for-wisefab-wf550-for-ford-mustang-s550-p-67956.html>



Front Drift Angle Lock Kit for Wisefab WF550 for Ford Mustang S550

Cena brutto	10 766,81 zł
Cena netto	8 753,50 zł
Numer katalogowy	WF550

Opis produktu

Unleash the full drifting potential of your Ford Mustang S550 with the Wisefab Angle Kit, the ultimate upgrade for competitive drivers and enthusiasts alike. Engineered with precision and crafted from the highest quality materials, this kit is designed to elevate your drifting experience with increased steering angle, superior car control, and professional-grade performance and quality. This kit is designed to be used with the S550 steering rack, but for those who are looking for maximum performance and more precise steering we additionally offer a S197 hydraulic steering rack conversion kit. 65 degrees of lock, parallel steering Tune your steering geometry towards either positive or negative Ackermann in just a few minutes, even trackside, without messing up an alignment. Ackermann adjustment kit included. Adjustable lock stops High strength drift-specific drop knuckles Upgraded kinematics and built-in camber adjustment. One-piece lower control arm design with quick caster adjustment Lower control arm has built-in, easy to use quick caster adjuster. Built-in Roll Center correction (RC). With our knuckle the joints are dropped - this brings up the front roll center, providing higher roll stiffness and allowing removal of the front anti roll bar (sway bar) which is quite difficult to package with more extreme lock angles. Precise camber control and minimal bump-steer with high steering angles On drift cars the dynamic camber and bump-steer is much more important than the static. With our kinematics we have engineered the camber to provide very good front grip and the bump-steer to be minimal throughout the range of steering. Steering jacking control During drifting, when the steering angle is larger the jacking is also more extreme. Our design has changed the geometry to remedy these handling issues. Consistent and predictable self-alignment torque Caster is not the only important parameter to provide sufficient self-alignment torque, especially at high lock - there are a combination of different parameters to maintain consistent trail and self-alignment torque. With our setup the steering wheel moves towards the direction of wheel movement and will not stick at full lock. Kit includes: Coilover upper mounts (FD compatible) Knuckles with hardware Lower control arms Assembled tie rods Installation guide Other components, packaging and clearance. This kit assumes coilovers for clearance and height adjustment. Depending on wheel width and ET, wider fenders or fender flares may be needed. Minimum wheel diameter is 17" (some 17" wheels may not fit). For wheel speed sensor use Magnaride or Shelby speed sensors, part# JR3Z-2C205-B and JR3Z-2C204-B respectively. For wheel bearing use part# FR3Z-1104-F (Shelby GT350/Magneride equipped chassis) or part# FR3Z-1109-A (Shelby GT500, includes extra long studs). Alternatively, Nissan 370z wheel bearings can be used with supplied fitting kit (wheel speed sensor will not work with the 370z option). Recommended alignment specs. Camber: -4° Caster: 6° Toe: if Ackerman is 0 or negative, use 2mm toe-out, if Ackerman is positive, use 0mm toe. Front track: 80 mm wider per side than OEM