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 My J.R. Granatelli K-member install story....56k death

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12-07-2008, 01:31 PM

#1

2k2GT
 Registered User



Trader Feedback: (0)

Join Date: Aug 2002
 Location: Lenoir City, TN
 Posts: 4,536

My J.R. Granatelli K-member install story....56k death

I know alot of people have a concrete mindset on J.R. Granatelli and/or his company. Well, after reading every thing I could on this company/person, I talked with him for a little bit about a few things.

Long story short about that, I told him my intentions and expectations of the car once it's done and he agreed to send me a complete Granatelli tubular front end kit to install in my car while I had my transmission, header, and K-member out of my car. While my car isn't used every day, it is by all means a daily driver that I drive to autocross, drive to track events and drive to the dragstrip and then take to the movies on the weekends....it's an "everything" car.

I was on no time frame, so i've had the Granatelli pieces for about a month or two and worked on the car in my free time.

I will simply post pictures of my experience, as it was a GREAT ONE! I have never ever swapped out a K-member before in any car and have had nothing to compare it to. I simply followed the directions, USED COMMON SENSE, and took my time on the little steps that need to be done to make it RIGHT. If you think you can just unbolt the stock stuff from your car, and bolt up a COMPLETELY NEW front end kit and it be perfect.....stop kidding yourself. You guys with cams would want to get it dyno'd/tuned to be "right", wouldn't you? Same with nitrous....take your precautions, do it right and enjoy the success.

This is the ENTIRE Granatelling front end kit....everything to replace your OE stuff on the weight scale.



Close up of some pieces







Stock Kmember with stock A arms...



....and add the stock springs to that weight



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12-07-2008, 01:32 PM

#2

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Random install pics



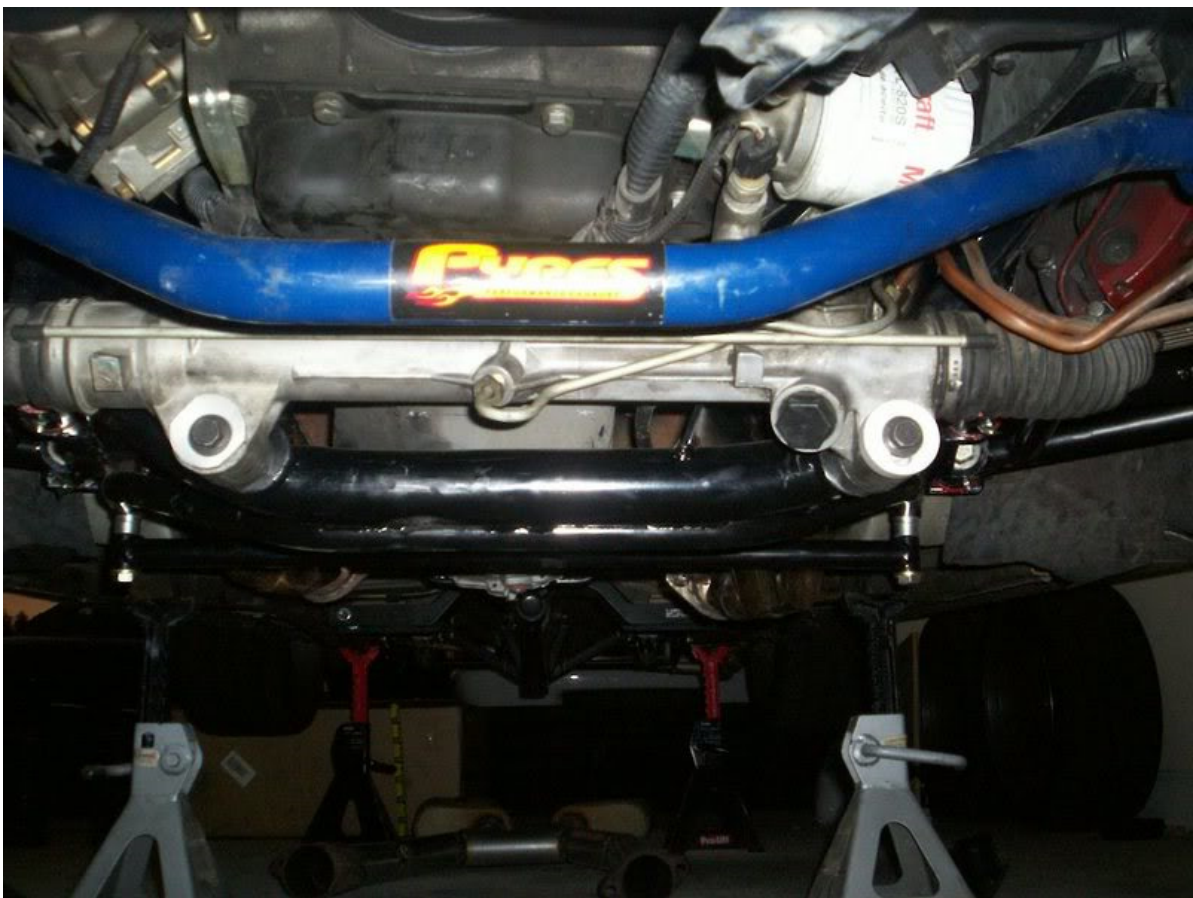
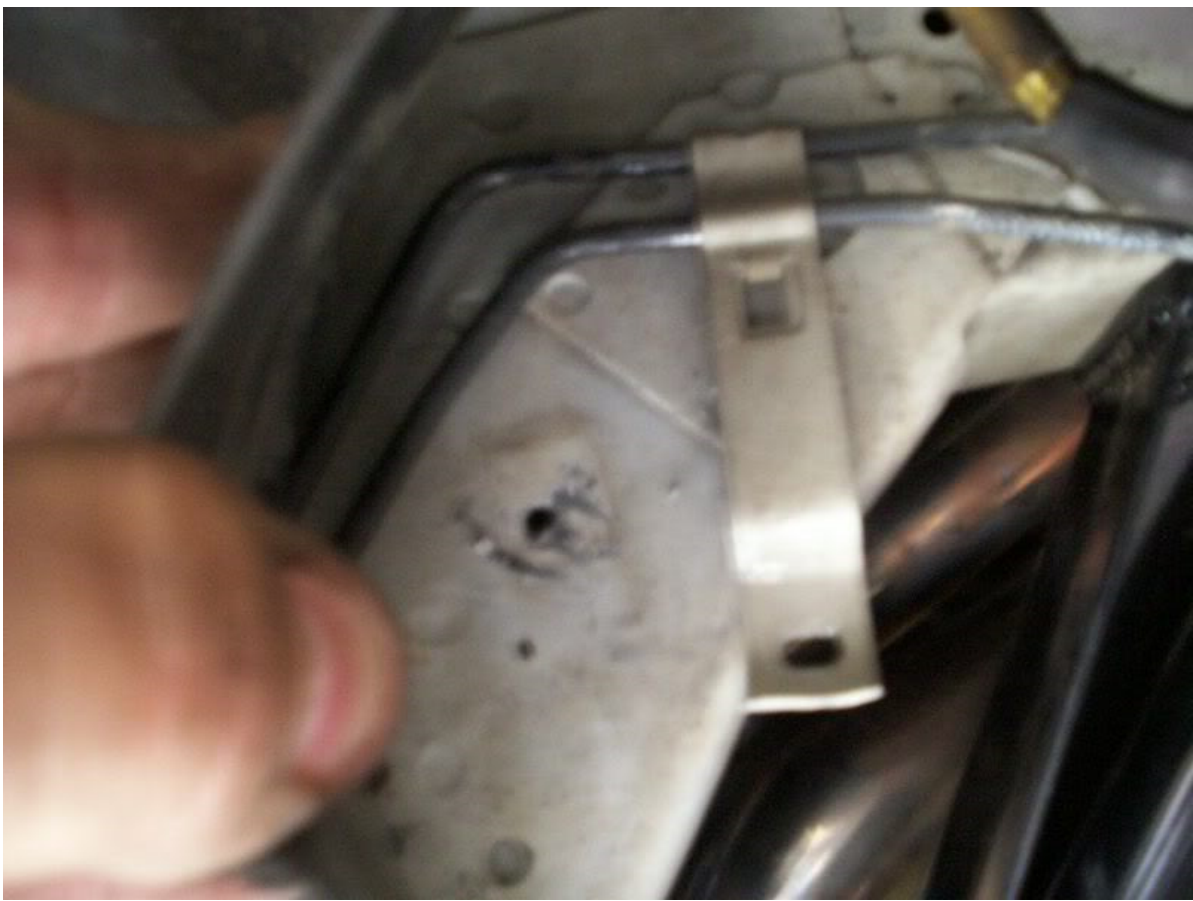
Trader Feedback: (0)

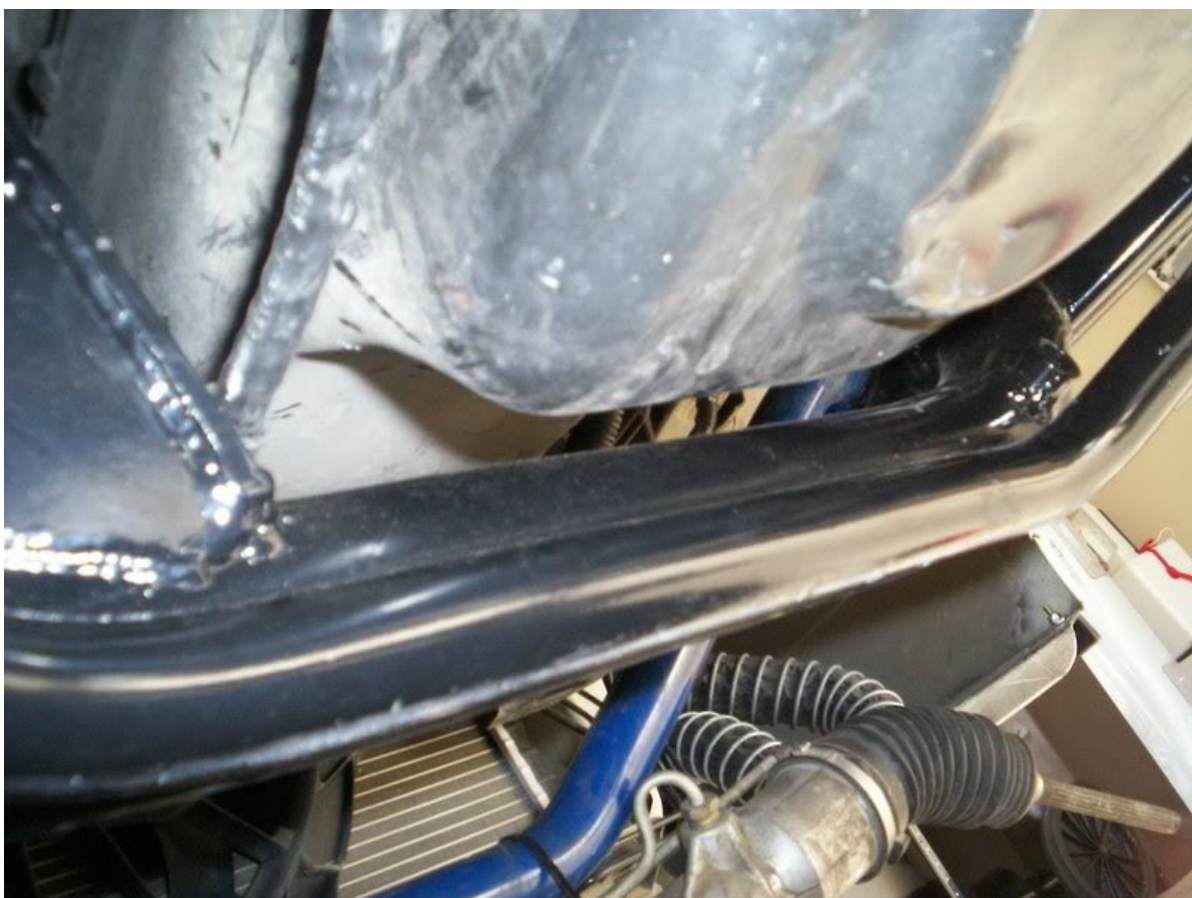
Join Date: Aug 2002
Location: Lenoir City, TN
Posts: 4,536













Last edited by 2k2GT; 12-07-2008 at 01:36 PM.



12-07-2008,
01:34 PM

#3

[2k2GT](#)
Registered
User



Trader
Feedback:
(0)

Join Date:
Aug 2002
Location:
Lenoir City,
TN
Posts: 4,536

Relocated brake lines(easy issue)



This shows the movement forward of the suspension and how no longer the endlink correctly lines up with the swaybar tab



Adapter to move swaybar foward one inch using OE hardware



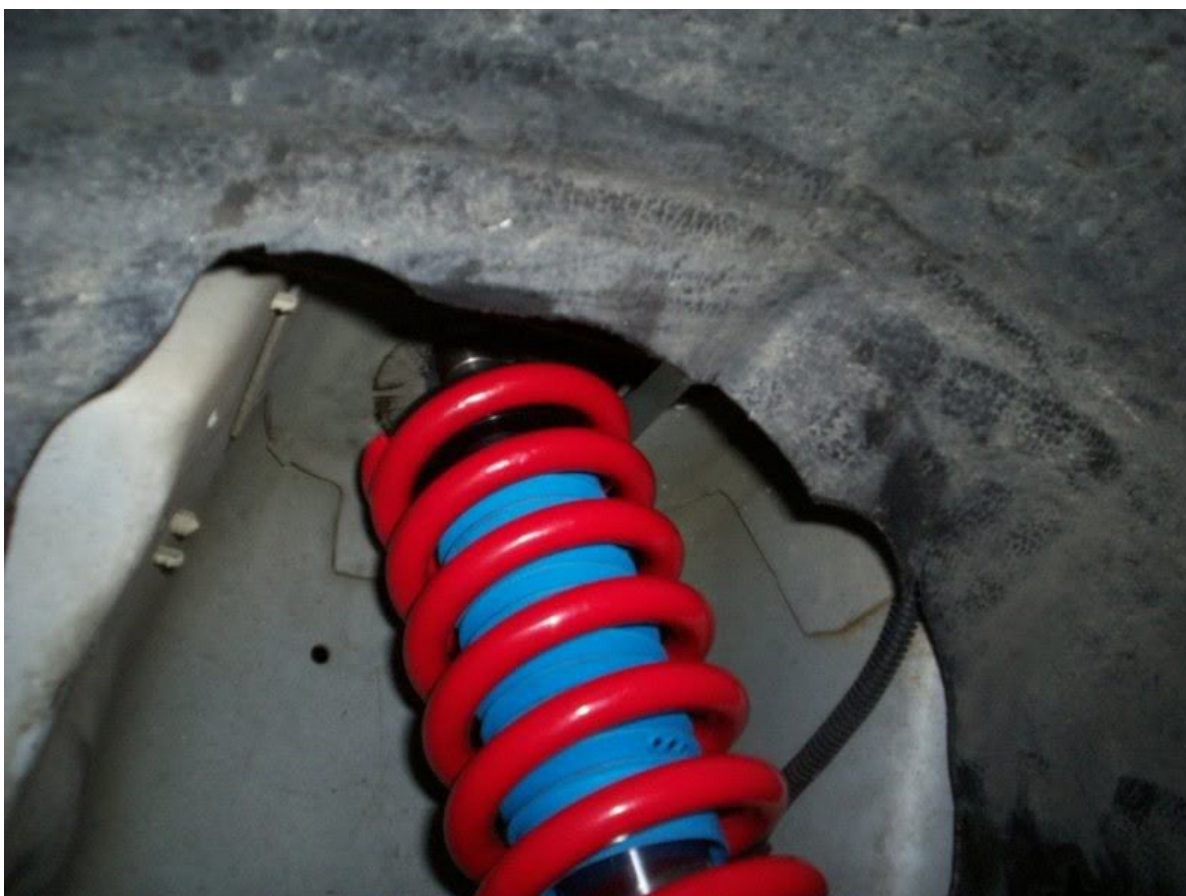
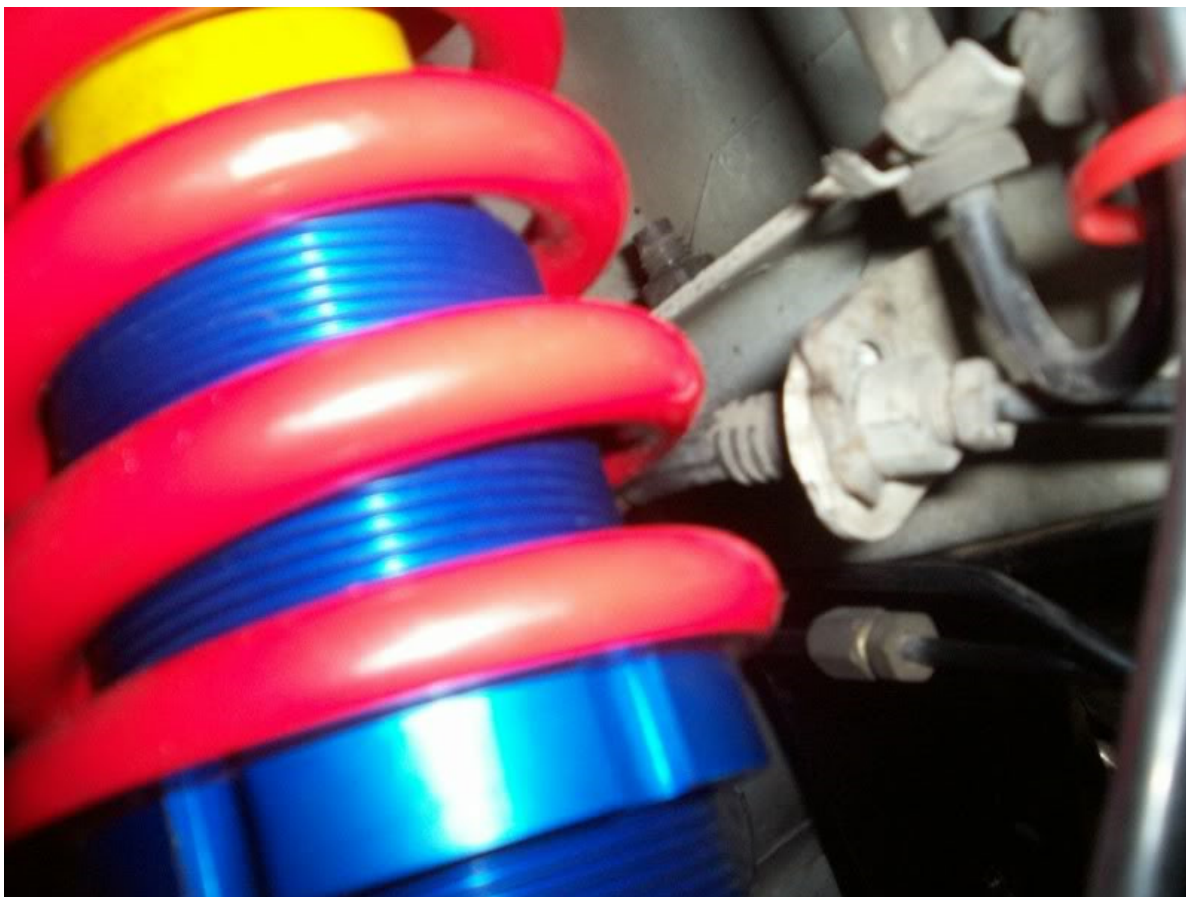


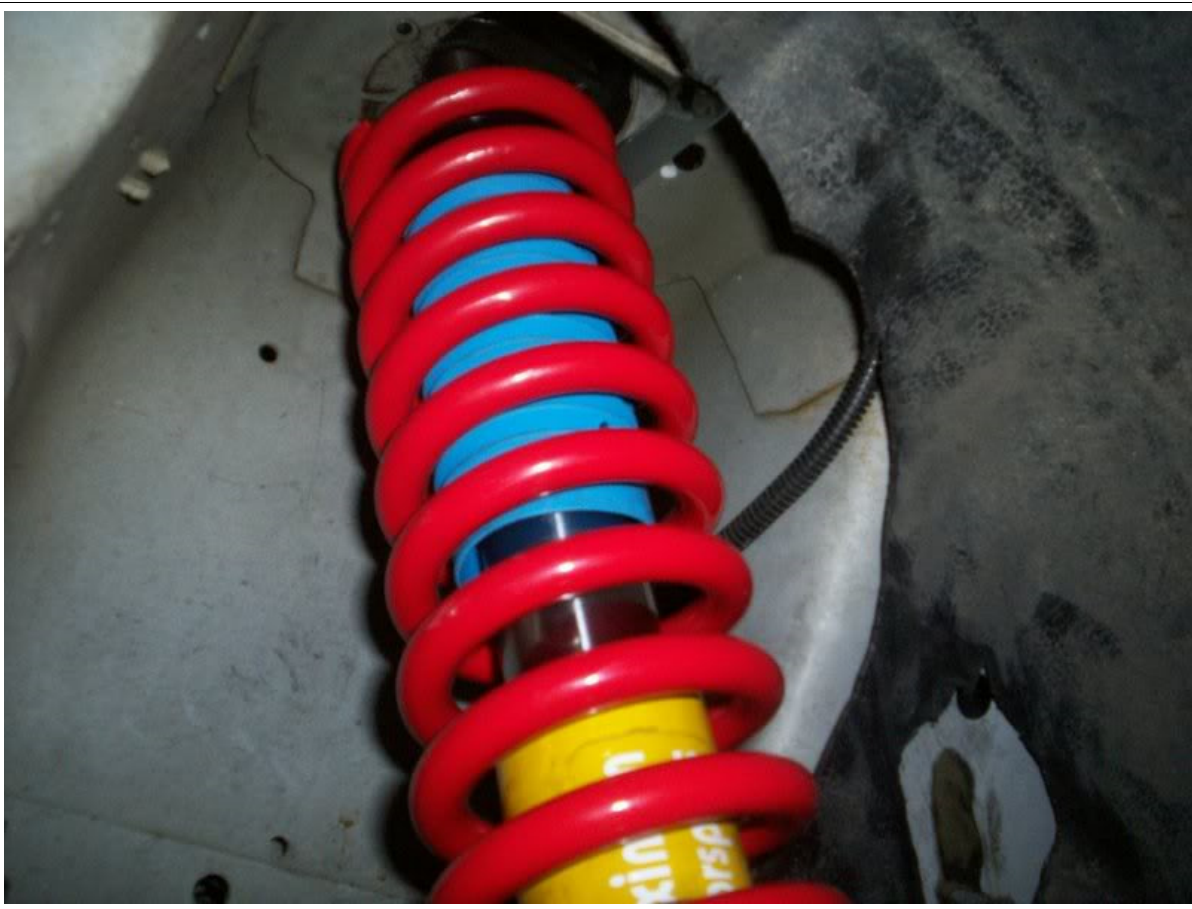
C/C plates installed. Notice the use of LARGE FENDER WASHERS under the bolts. This was used due to my car's previous use of Steeda 3-bolt C/C plates. The reason for the fender washers(which were provided in the Granatelli K-member kit)were because I had ENLARGED the OE holes to allow more adjustment on my previous setup. This was all my fault for the washers, your car would not need these. These large washer just help distribute the weight more evenly across the larger hole I made.



Granatelli coil overs installed. Some tight tolerances, but using your head and COMMON SENSE will get you through this.









Random header clearance shots









12-07-2008,
01:35 PM

#4

[2k2GT](#)
Registered
User

Random finish install pics



Trader
Feedback:
(0)

Join Date:
Aug 2002
Location:
Lenoir City,
TN
Posts: 4,536











I want to add that this kit went together WELL! The K-member require very minimal squaring to the car/rear axle. Just using some simple string, some plum bobs(drill bits in my case, i'm a redneck) and some measuring tape.

The car aligned damn near perfect. You can see by the C/C plates that have alot of negative camber I can dial in for track days/autocross still...and thats the way I want it. I'm running 1.6* negative camber at the moment and right at 6.1 positive caster with an 1/8th inch toe out.

Now, as for durability.....well, I can't predict the future. However, this kit looked really really solidly welded. I even took it to a local fabrication shop to have it inspected before I installed it. I have no clue what a good weld or a bad weld looks like. They said it looks like something they'd have no problem putting on a car they build and do dirt track racing with late models. Thats good enough for me!

The coil over kit I thought might be a hassle. They didn't really fit snug on the shock body like i'd hope. However, I a small piece of radiator hose around the garage so I snipped it up a bit and used it as a bushing between the threaded body and the shock body. Works great, no noises no nothing no clanking.....really please with that!

The ride is great.....or just as good as I remember it from 4 months ago when I tore out all the stock location stuff. 😊 I plan to daily drive this car for a week or so, then go back over ALL the bolts and check for anything abnormal.

March starts up autocross and in May I believe the YEAR ONE EXPERIENCE is coming to Road Atlanta, so i'll be putting this thing through the hoops and I'll certainly update this thread as the future becomes past tense.

So in closing, this is a great kit and killer for the cost. I want to thank J.R. for being on the other end of the phone when I needed him. The did not, or forgot to ship out C/C plates with my order and J.R.(or his shipping guy) made sure I got them 3 days later. Mistakes happen....no biggie, we're all human.

Thanks for viewing/reading!



12-07-2008, 01:36 PM

#5

[2kSilverSteed](#)
Registered User

Nice work man! Doing a K member is always a fun task.

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