

# Alignment Recommendations:

**Camber:** -0.5 to -1.5 degrees

\*higher sustained corner speeds call for additional camber as this will keep more tire surface area on the ground at speed

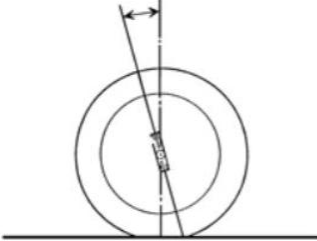
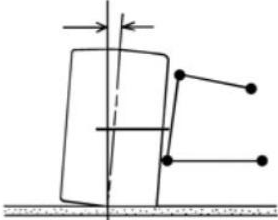
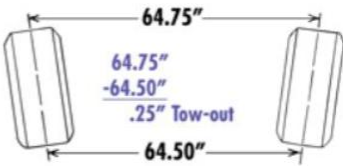
\*Be mindful of wear on the inner portion of your tires when running additional camber

**Toe:** Inward 1/16" to Outward 1/16" (Close to 0 is usually good for the street)

\*Keep in mind that slight inward Toe will provide additional straight line/high speed stability where slight outward toe will give you more turning response when entering corners.

**Caster:** 1.5 to 3 degrees Positive (This has a big impact on how "Heavy" your steering will feel and how quickly the wheel will want to return to center upon exiting corners) 3 or more positive degrees of caster can be street driven, but this could create tire to fender clearance issues as you will be pulling the wheel/tire forward.

\*Adjustable or modified strut rods may be required to achieve higher caster angles

CASTER ANGLE	CAMBER ANGLE	TOW-OUT
		<p data-bbox="1127 1037 1282 1071"><b>TOW-OUT</b></p> <p data-bbox="1127 1092 1302 1125">Front of Car</p>  <p data-bbox="1104 1323 1325 1356">Helicopter View</p>
<p data-bbox="214 1365 581 1583">Caster is the inclination of the steering axis from vertical in the longitudinal plane (wheel viewed from the side.) Positive caster is achieved when the steering axis is inclined toward the rear of the vehicle at the top in the side view. Negative caster is when the steering axis is inclined toward the front of the vehicle at the top in the side view.</p>	<p data-bbox="623 1365 990 1583">Camber is defined as the inward or outward tilt of a wheel at the top relative to vertical at the center of the wheel in the lateral plane. If the top of the tire is leaning inward toward the center of the car (viewed from the front of the vehicle,) the tire has negative camber. If top of tire is leaning outward, it has positive camber.</p>	<p data-bbox="1049 1365 1399 1524">Tow-out is the difference in distance between the front and rear axle measurements of tires on the same axle in the center of the tread surface at spindle height, where the front measurement is greater than the rear. Tow-in is opposite.</p> <p data-bbox="1049 1528 1399 1604">Tow-out is a static alignment made to minimize tire scrub and rolling resistance, which develop when a car is cornering.</p>