

Pfadt Corvette Alignment Recommendations

These settings are a guide based on the experience and testing of Pfadt Race Engineering. Toe specs listed in inches are intended to be measured using a toe plate with approximately 21-5/8" between notches for tape measures. Negative toe measurements indicate toe-in.



PFADT
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Performance Street

| Front | min | max |
|-----------------------------------------------------------------|----------------|--------|
| Camber (deg) | -0.7 | -0.9 |
| Caster (deg) | 7.5 | 8.5 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Rear | | |
| Camber (deg) | -0.4 | -0.6 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Notes | | |
| These settings will provide good performance and good tire wear | | |

Performance Street - Track Use with Street Tires

| Front | min | max |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|
| Camber (deg) | -1.1 | -1.3 |
| Caster (deg) | 7.5 | 8.5 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Rear | | |
| Camber (deg) | -0.7 | -0.9 |
| Total Toe | -1/8" (0.33") | -1/16" (0.17") |
| Notes | | |
| These settings will provide good all around performance. The tires will wear the inside edges in street use and the outside edges on the race track. This is a good dual purpose alignment. | | |

Performance Street - Track Use with Race Tires

| Front | min | max |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|
| Camber (deg) | -1.6 | -1.8 |
| Caster (deg) | 7.5 | 8.5 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Rear | | |
| Camber (deg) | -0.9 | -1.1 |
| Total Toe | -1/8" (0.33") | -1/16" (0.17") |
| Notes | | |
| These settings will provide great track performance. The tires will wear the inside edges in street use, and the car may tend to grab the lanes of the road. Race tires will wear well at the track and provide high levels of grip. This alignment is compromised towards track use. | | |

Dedicated Track Car - DOT Tires, poly bushings

| Front | min | max |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|
| Camber (deg) | -2.8 | -3.0 |
| Caster (deg) | 6.5 | 7.5 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Rear | | |
| Camber (deg) | -1.5 | -1.7 |
| Total Toe | -1/8" (0.33") | -1/16" (0.17") |
| Notes | | |
| These settings are a good starting point for a car with polyurethane or stock control arm bushings. This alignment requires DOT race tires to function appropriately. This is a starting point only, testing and monitoring tire temperatures and pressures are required to optimize any setup. | | |

Dedicated Track Car - DOT Tires, Spherical Bearings

| Front | min | max |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| Camber (deg) | -2.4 | -2.6 |
| Caster (deg) | 6.5 | 7.5 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Rear | | |
| Camber (deg) | -1.2 | -1.4 |
| Total Toe | -3/16" (0.50") | -1/8" (0.33") |
| Notes | | |
| These settings are a good starting point for a car with mono-ball or spherical control arm bushings. This alignment requires DOT race tires to function appropriately. This is a starting point only, testing and monitoring tire temperatures and pressures are required to optimize any setup. | | |

Dedicated Track Car - Race Slicks, Spherical Bearings

| Front | min | max |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------|
| Camber (deg) | -3.0 | -3.2 |
| Caster (deg) | 6.5 | 7.5 |
| Total Toe | -1/16" (0.17") | 0 (0°) |
| Rear | | |
| Camber (deg) | -2.0 | -2.3 |
| Total Toe | -3/16" (0.50") | -1/8" (0.33") |
| Notes | | |
| These settings are a good starting point for a car with mono-ball or spherical control arm bushings. This alignment is designed and tested with race slicks, not DOT tires. This is a starting point only, testing and monitoring tire temperatures and pressures are required to optimize any setup. | | |