



**Recommended Alignment Specs.
These may be Different from factory
Specs.**

Front 63 - 82 Corvette	Daily Driver	Advanced Street	Autocross Baseline	Track Baseline
Toe	1/32" in	0"	3/16 out	0-1/16 out
Camber	0° neg	.25° neg	1.5-2° neg	1-2° neg
Caster	2.75° pos	2.75° pos	2.75° pos	2.75° pos
Caster (w offset a-arms)	4.75° pos	4.75° pos	4-4.75° pos	4-4.75° pos
Rear 63 - 82 Corvette	Daily Driver	Advanced Street	Autocross Baseline	Track Baseline
Toe	1/8" in	1/8" in	1/8"-1/4" in	1/8"-1/4" in
Camber	0° neg	.50° neg	.75-1.5° neg	.75-1.5° neg
Front 84 - 96 Corvette	Daily Driver	Advanced Street	Autocross Baseline	Track Baseline
Toe	1/32" in	0"	3/16" out	0-1/16" out
Camber	0° neg	.25° neg	1.5-3° neg	1-3° neg
Caster	5-7° pos	5-7° pos	4-5° pos	4-7° pos
Rear 84 - 96 Corvette	Daily Driver	Advanced Street	Autocross Baseline	Track Baseline
Toe	1/8" in	1/8" in	1/16" in	1/8" in
Camber	0°	.50° neg	.75-2.5° neg	.75-2.5° neg
Front 97-02 C-5 Corvette	Daily Driver	Advanced Street	Autocross Baseline	Track Baseline
Toe	1/32" in	0" to 1/32" in	1/16" in	1/8"out-1/32" in
Camber	0°	1/4° neg	1/2° neg	1/2° neg
Caster	6-7° pos	6-7° pos	4-6° pos	4-6° pos

Rear 97-02 C-5 Corvette	Daily Driver	Advanced Street	Autocross Baseline	Track Baseline
Toe	1/16" in	1/16" in	1/16"-1/4" in	1/8"- 1/4" in
Camber	0°	1/2° neg	1/4 - 2° neg	3/4 - 2° neg

These wheel alignments are not factory standards. These are derived from tests, professional drivers and chassis engineers. You should always consider driver, fuel and cargo weights when your Corvette is aligned. Please note that these specs are symmetrical. For example, when we recommend 1/8" toe in, that indicates 1/16" on each front wheel for a total of 1/8" total toe in.

Daily Driver - These specs are designed to minimize tire wear and dynamic forces on front end parts. Driver effort is minimum, the car will steer very "light" and may wander or be "darty" on road with wear ruts. If you are uncomfortable with this feeling, toe the car in up to a maximum of 1/8" total toe in.

Advanced Street - These specs are designed to give an even quicker steering response with minimum tire wear. If the car is "darty", toe the car in. By toeing in, you may loose some turn-in qualities gained by the initial specs.

Autocross - These specs are a good baseline to start from. The driver must take into consideration that size, compound and condition of the tires. The chassis is affected by the valve package in the shocks, spring rates and sway bars. The Autocross course design and the condition of the surface will also have a bearing. These specs do not work and are not recommended for street use because of adverse tire wear. The car will act "nervous" when ever changing street surface.

Track - These specs are by far just a baseline. Those of you who race know alignment specs will change based upon weather, track and unique setup. These specs can also change on each corner of the car and driver to driver.