

WRETCHED MOTORSPORTS

CHEVROLET CAMARO/PONTIAC G8 ALIGNMENT TECH TIPS

Wretched Motorsports 860-880-0486

Email: info@wretchedms.com

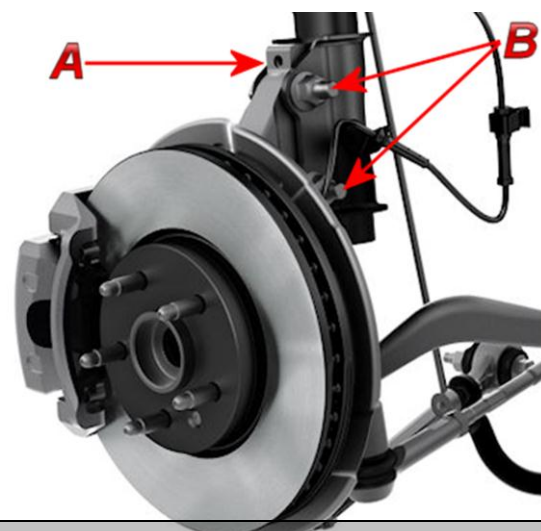
DISCLAIMER: Use these specs at your own risk, we are not responsible for any negative effects that may result such as excessive tire wear, or handling characteristics	Camaro 2010+						G8 All			
	OE Spec			Wretched Spec w/Full Bushing Kit			OE	Wretched Spec w/Full Bushing Kit		
	V6 Base	V6 RS	SS	Perf. Street	Track	Drag	G8 All	Perf. Street	Track	Drag
Front Camber	-0.2	-0.2	-0.8	-1.0	-2.5	-0.2	-0.3	-1.0	-2.5	-0.2
Cross Camber Tol +/-	0.8	0.8	0.8	0.4	0.4	0.4	0.6	0.4	0.4	0.4
Front Caster (Max It)	6.4	6.4	6.6	8.0	8.0	8.0	6.0	8.0	8.0	8.0
Cross Caster Tol +/-	0.8	0.8	0.8	0.4	0.4	0.4	0.6	0.4	0.4	0.4
Front Total Toe	0.20	0.20	0.20	0.10	-0.50	0.10	0.18	0.10	-0.50	0.10
Total Toe Tol +/-	0.10	0.10	0.10	0.04	0.04	0.04	0.17	0.04	0.04	0.04
Rear Camber	-0.8	-0.4	-0.4	-0.5	-1.2	0.0	-0.8	-1.0	-2.0	0.0
Cross Camber Tol +/-	0.5	0.5	0.5	0.4	0.4	0.4	0.5	0.4	0.4	0.4
Rear Total Toe	0.20	0.20	0.20	0.10	0.00	0.20	0.34	0.10	0.00	0.20
Total Toe Tol +/-	0.10	0.10	0.10	0.04	0.04	0.04	0.20	0.04	0.04	0.04
Rear Thrust Angle	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



REAR CAMBER



REAR TOE



Bushing Timing: If the car has been lowered the bushings must be timed to the new ride height, refer to Bushing Timing Tech Sheet for more info on that.

Wretched Spec is only for cars that have the Full Pedders Bushing Kits installed with the HD Bolt Kits . You will not likely achieve these specs without the bolt kits. The Wretched Specs are not written in stone, and are only as a base to start with.

Rear Camber/Toe: It is best to adjust both together using two wrenches, Loosen the bolts enough so you can move the eccentrics, but not loose enough that they move by themselves. Once you get the readings you want you can then tighten one and the other should stay in place. Be sure the eccentric washers are all showing the wide part down.

Rear Thrust Angle: High HP Cars may need to tweak the thrust angle for the Drag settings to compensate for going off center during launch.

Front Camber: Adjust Front Camber by loosening the clevis bolts (B) then using the camber adjusting bolt (A) to achieve desired camber. (Camaro does not come with this from the factory, but is part of the Pedders bolt Kit). Camaro's should have the rear camber set to 1/2 what the front is (except for Drag) to achieve proper balance. Tire wear will be an issue over -1.5 Camber. Use a temporary bolt for aligning if one is not present.

Caster: Max it out, as much as you can get it good.

Front Toe: Track settings on Toe are not meant for daily driving, they will wear tires more than you want on a street car, but it will handle well at the track.

Use the information contained in this document as a guide, it is not an answer that covers every car and every situation. Use this at your own risk, we are not responsible for damages that occur from use of this document