

Mopar wheel alignment settings

When using modern radial tires on the rear wheel drive '50/'60/'70's Mopars, front wheel alignment can/should/needs to be adjusted for more and better steering response and overall safer handling of the car.

The following chart shows alignment specification values for various driving styles which can/should be provided to the alignment shop.

Driving style	Camber	Caster	Toe-in
Sunday Cruising	-0.25°	+1.5°	1/16" to 1/8"
Daily Driver / Street	-0.5°	+2.5°	1/16" to 1/8"
High Performance / Street handling	-0.75° to -1°	+2.5 to +3.5°	1/16" to 1/8"
Autocross / Circuit track racing	-2.0° to -3.0°	+3.0 to +4.0°	0" to 1/16" **
Dragracing	0°	+1.5 to 2.0°	0 to 1/16" *

These alignment specs can be used for '50s, '60s and '70s Mopars (Dodge, Plymouth, Chrysler, Desoto, Imperial) A, B, C, D, E and R-body cars.

All rear-wheel-drive cars. "Angled torsionbar" (F, J and M-body) cars need much more caster, upto 5.0°.