

From Toyo:

We recommend users increase their outside tire inflation pressures by 10% and decrease their outside wheel camber angles by 0.5 to 1.0 degree. These changes are intended to better withstand the high-capacity loads associated with Daytona's unique track characteristics. We also would like to remind users to confirm that their inflation pressures are set high enough to safely support the load of their vehicles under racing conditions, especially with consideration for speed, downforce, banking, and other motorsports track and driving situations (aggressive driving, driving over apex curbs, etc.).

From Hoosier:

The right side hot pressure must be elevated by 10% over the hot racing pressure used on a standard road course configuration. This number should be rounded up to the nearest 1 psi. Example if 36 psi is the target pressure on a road course ($36 \times 0.10 = 3.6$ 4 psi increase), 40 psi is the minimum hot pressure required for this vehicle at Daytona.

Max front camber should not exceed -2.5°

Max rear camber should not exceed -1.0°

The LF can be subjected to high heat and accelerated wear on the inside of the tire due to excessive "dragging" of that tire around the oval portion of the track. Reducing the toe to zero will help slow the wear and lower the temp spread across the tire should a team experience this type of issue.