

FLATROCK MOTORCLUB

BEFORE EVERY TRACK DAY

TRACK DAY PREP CHECKLIST

The checks we run before every event, a step-by-step baseline for your MCS dampers, and a settings log for your notebook.

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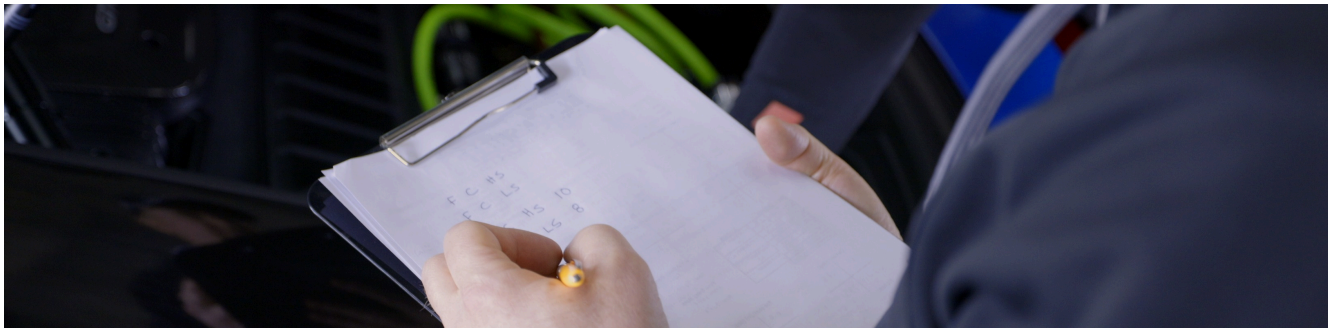
01 The checklist
Five things to do before every track day.

02 Damper baseline
Canister pressure, compression and rebound.

03 Settings log
Write down what you run, every event.

01 / THE CHECKLIST

Before every track day



01 ☐ Keep a notebook

Keep it in the car or in your track bag, and take notes at every event.

- ☐ Track driving
- ☐ Tires
- ☐ Suspension settings changed or modified that day

02 ☐ Check your tires

Put the car up on a rack or jack it up. Look for sidewall damage and anything picked up on the road: nails, screws, debris.

03 ☐ Do a baseline on your dampers

Do it before you get to the track to save time in the morning. Steps on the next page.

- ☐ Canister pressures (monthly)
- ☐ Low-speed compression
- ☐ High-speed compression
- ☐ Rebound

04 ☐ Clean your windshield

05 ☐ Check wheel torque

Five-lug wheels: check the torque on each wheel. Center-lock wheels need the proper tool.

> **TIP**
> Then give the car a good once-over. Keep your canister pressure gauge in your track bag with your tire pressure and tire temp gauges, and you'll never misplace it.

02 / DAMPER BASELINE

Baseline your MCS dampers

Count every adjuster back to a known point and return it to your setting, so you start the day knowing exactly what the car is running.

MONTHLY

Check canister pressures

Not an every-track-day check: once a month, or every couple of months before you go to the track.

01 MCS 3-ways are pressurized with nitrogen through the Schrader valve on the end of the canister.

02 Pop the cap off the valve and screw on the pressure gauge that comes with your MCS dampers. The pressure will display.

03 Confirm the pressure against your notebook. Pressures are adjustable to fine-tune the car's balance; note any change.

04 Refit the cap.

CANISTER KNOBS

Low-speed and high-speed compression

Both compression adjusters are on the canister: low-speed is the small knob, high-speed is the large knob.

01 Turn the knob all the way in the minus (–) direction, counting each click as you go. You can hear and feel each click.

02 Count back up the same number of clicks to return the knob to where it was set.

03 Confirm the setting in your notebook.

04 Repeat for the other knob, turning in the same direction.

TOP OF THE DAMPER

Rebound

The rebound adjuster is at the top of the damper. It comes with an extension and knob so you can reach it inside the car, and is marked + and –.

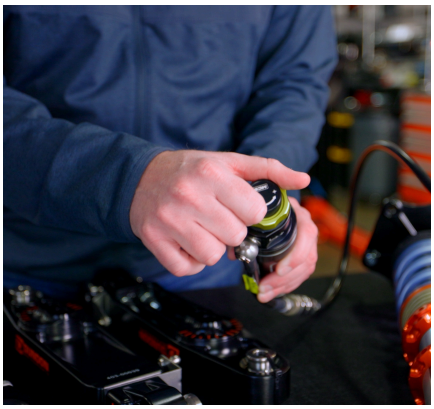
01 Count the knob all the way back to minus.

02 Reset it to the setting in your notebook, including when it was changed and not noted.



MCS 3-way damper. Compression adjusters on the canister, rebound at the top.

Low-speed comp.	**Small knob**
High-speed comp.	**Large knob**
Rebound	**Top of damper**
Canister	**Nitrogen**



03 / SETTINGS LOG

Settings log

EVENT

DATE | TRACK | TIRES | TIRE PRESSURES

CORNER	CANISTER PRESSURE	LOW-SPEED COMP.	HIGH-SPEED COMP.	REBOUND
Front left				
Front right				
Rear left				
Rear right				

DRIVING NOTES

EVENT

DATE | TRACK | TIRES | TIRE PRESSURES

CORNER	CANISTER PRESSURE	LOW-SPEED COMP.	HIGH-SPEED COMP.	REBOUND
Front left				
Front right				
Rear left				
Rear right				

DRIVING NOTES

EVENT

DATE | TRACK | TIRES | TIRE PRESSURES

CORNER	CANISTER PRESSURE	LOW-SPEED COMP.	HIGH-SPEED COMP.	REBOUND
Front left				
Front right				
Rear left				
Rear right				

DRIVING NOTES



MICHELIN RACEWAY ROAD ATLANTA

QUESTIONS ABOUT YOUR SETUP?

Talk to the team behind your setup.

Not sure where to start with your dampers, alignment or tire pressures? Send us your car and how you use it, and we'll help you dial it in.

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