

Kaizen's recommended vehicle preparation for track use

Brakes

- Inspect brake pads/rotors each track day, and multiple times throughout.
- Look for rotor cracks which continue past the leading/trailing edge of the disc, this is where failure typically occurs.
- Look for odd colors/metallic patterns on the disk, this is a sign of a brake pad issue.
- Inspect disks for waviness/uneven wear, run a finger across a cooled rotor.
- Make sure the center groove in the brake pads still exists, if it has worn past this point, it is time to replace.
- Check pads for uneven wear, especially inside vs outside pad.
- **Ensure a high boiling point brake fluid is used!** (Motul RBF-600 or 660 or equivalent) If your brake pedal is getting continually softer this is likely your issue.
- **Exchange brake fluid every few track events!** Air will build in the system and become trapped.

Tires

- Check tire pressure each session and adjust accordingly. An average 200tw tire lives around 32-36 psi hot, while an average slick lives around 28-30 psi hot. These vary different by manufacturer, vehicle weight, etc. 200tw tire may gain 6-8psi from cold while a slick may gain 10+. Ask for assistance if unclear.
- Cold tires have very little grip, adjust style as necessary.
- Treadwear patterns can tell you a lot about your setup and driving style. Heavily worn outside edges are typical of not enough camber, while heavily worn insides would say the opposite. Both outside edges worn may point towards underinflation, while a worn center section may point to overinflation. Many factory cars will wear outside edges.
- Check for cord/belt exposed on tires.
- It's a good idea to carry a tread depth gauge, and inspect the lowest point of tread possible.

Wheels

- Torque lug nuts/bolts before each track day, and inspect periodically when cooled, **not when hot! (This affects torque)**
- Inspect for any cracks/damages if you've gone off track/hit a hard curb.

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Fluids

- Inspect all fluid levels/check for leaks each track day. On most cars it's a good idea to add some extra oil as a buffer in corners.
- Change oils often, every 8 hours as a reference.
- **Hitting dropped fluids on track will feel like ice, be aware of surface conditions and avoid if possible.**

Safety

- Ensure helmet is in date, appropriately strapped, and HANS device is located **UNDER** the shoulder belts. HANS device should **ALWAYS** be worn in a car which has over shoulder harnesses. (5/6 pt) Lap belts should always be tightened prior to shoulders.

Operation

- Ensure car/fluids are warm before entering the track surface.
- Final lap you plan to come back into the paddock should be a cool down, less brake use and lower rpm.
- Some transmissions such as sequentials are far more jerky than a standard unit, and require much more delicate throttle control. (Ex, Ginetta, Lamborghini)