



## READING THE MICHELIN® RACING SLICK

Reading the pressures and temperatures of your new MICHELIN® racing slicks is one of the only sources for objective data on how your car is handling. By combining this data with the input you obtain from driving, you can decide the best route to getting the most from your MICHELIN® tires.

### Collecting Data

On most road courses a minimum of six hot laps should be run before considering any changes based on temperature and pressure readings. This is because it takes a certain amount of “energy input” for tire pressures and tread temperatures to stabilize. Taking readings before the tires have reached stable operating conditions is not recommended and may lead you to miss the ideal setup.

After a hot lap session, temperatures should be taken at three points across the tire; start at the inside shoulder of the tire, move to the center, then finish at the outer shoulder. Readings on the outboard sections of the tire should be taken about 1 1/2" from the shoulder. Taking temperatures too close to the “corner” of the shoulder will give an inaccurate reading. Due to heat dissipation, time plays a critical role in collecting the most accurate data. It is recommended that you begin with the outside rear tire and be sure to focus on the tread temperatures first.

Below is an example of the minimum data that you should collect from each run with some sample comments added:

LEFT FRONT					RIGHT FRONT				
Cold pressure	Hot pressure	Outside	Center	Inside	Inside	Center	Outside	Hot pressure	Cold pressure
22.0	32.5	195°	201°	195°	185°	182°	173°	30.5	22.0
Average = 197°					Average = 180°				
Cold pressure	Hot pressure	Outside	Center	Inside	Inside	Center	Outside	Hot Pressure	Cold Pressure
22.0	30.0	186°	183°	192°	189°	189°	180°	31.0	22.0
Average = 187°					Average = 186°				
LEFT REAR					RIGHT REAR				

**MICHELIN® slicks are designed to operate at pressures ranging from 30 psi to 32 psi hot.**

*A cold pressure of around 22 psi should be a good starting point, which can then be fine-tuned to your car's setup and your driving style. You should never go below 19 psi cold, to avoid any risk of bead unseating.*

**Temperature readings should only be taken with a probe-type device.**

*Non-contact infrared devices are not recommended as they only take surface temperatures which cool at a much quicker rate and are not reliable. Both pyrometers and pressure gauges should be periodically calibrated or verified against calibrated equipment.*