



Mazda MX-5 Cup Competitor Information Bulletin # 2024-08-01

This CIB describes: Recommended Baseline Setup for Martinsville Oval Test

Please be advised that this is a Baseline Setup that was tested by Flis Performance and would be a good starting point for teams to start from.

MX-5 Cup Car Rules

- Same as current 2024 rule package with the only differences below
 - Spring Location can be moved to different corners but must maintain the four same springs.
 - No tire pressure bleeders

Recommended Baseline Setup for Oval – MX-5 Cup Car

- **Ride Height:** LF 4 ¼" RF 5 ¼"
LR 4 ¾" RR 5 ¾"
- **Cross Weight:** 47.6 %
- **Camber:** LF +2 RF -2.8
LR +4 RR -2.4
- **Toe:** LF +1mm RF +1mm
LR -1mm RR -1mm
- **Sway Bar:** Hard
- **300lbs Left Side Springs / 500lbs Right Side Springs**
- **Cold Starting PSI for Tires:** Left Side 12-17psi Right Side 18-22psi
- **Hot PSI for Tires:** Left Side 18-22psi Right Side 28-32ps
- **General notes:**
 - In general, the higher the cross % the car will turn RIGHT better. The lower the %, the car will turn LEFT better.
 - The toe greatly affects the handling of the car. Front toe OUT (+) will help with "turn in". Meaning when you are entering a corner and turn the steering wheel, the toe out in the front will help the car point where you want better. However, too much toe out in the front will make the car sensitive on turn in. Rear toe IN (-) helps with stability through the corner. Not enough and the car becomes "loose" or "free" making the car want to spin out.

For any questions or concerns, please contact us:

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MX-5 CUP

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