



Hoosier M30 & M40 Instructions

Tire Roller Instructions (new & used)

1. Tire must be on a wheel aired up to approximate pressure. (Tire flat across if possible)
2. Clean all sand/dirt that may be on the tire with a dry rag or gloves. Remove any labels.
3. Fill the tire roller with conditioner (Enough to cover the tread area of the tire only).
4. Roll the tires for 5-10 minutes. If you are looking for a desired durometer reading, your readings should be 2-3 points lower when you take them off the tire roller than what they are hot after scuffing. A tire coming off the roller @ 30 will race hot around 32-33.
5. When desired time is up, remove the tire and let it air dry by laying it on its side.
6. This should be done 48-72 hours before race day. No sooner than 24 hours. Do not wrap the tires once you are done treating them. Let them air dry. A curing cycle is crucial.
7. Scuff tires for approximately 1-2 laps at $\frac{3}{4}$ throttle. When you feel the tires come in, quit. This will give you the best optimal performance for qualifying. Run 1-2 hard laps at the most. If you're not qualifying, 3-4 laps slowing building up speed will be suitable.

Note: Do not reuse the conditioner left in the roller. If conditioning new & used at the same time, condition new first. The colder the racetrack, the more aggressive you can be.

Inside Tire Instructions

1. Pour one ounce for every inch of tread width of HMS Extreme/Original Tire Conditioner inside the tire through the valve stem or by breaking the tire off the bead. (14" wide wheel equals 14 ounces)
2. Air/mount the tires back up and air it to normal pressure so that the tire tread area is flat across as much as possible. Don't over inflate the tire to accomplish this.
3. Roll the tire in a tire rotisserie (nothing on the outside of the tire) for 1 ½ - 2 hours. (Spin tire approximately 35-40 minutes per 10 oz.) If you don't have a rotisserie, the rotation time is the most important no matter how you accomplish it.
4. We recommend this being done 3-4 days prior to race time. (As long as they stay mounted) Try not to dismount them, but if you do it's not the end of the world. The point is not to let them air out and let the product evaporate out of the tire.

Note: We strongly recommend the outside treatment over an internal treatment for these tires. The M30/40 is extremely easy to over treat and if that happens, you'll never get the tire back. If you want to reduce the odor, see our purging and washing instructions. See our Asphalt Scuffing Instruction and Tech Tips for more details.

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