



## Asphalt Tire Scuffing Instructions

### On Track Scuffing (Post Treatment):

#### Qualifying Trim:

1. For the best results, roll out and run 2-3 laps at  $\frac{1}{2}$  to  $\frac{3}{4}$  throttle. Once that is complete and you feel the tires come in/grip, run one hard solid additional lap and shut it down. This will give you optimal performance for a qualifying run.
2. Do not roll out on the track to scuff and hammer the tires. The tires need a short curing cycle for optimal performance. Punishing them too early will hurt the performance down the road.
3. This applies to brand new soaked tires, used soaked tires or a combination of the two.

#### Qualifying on Soaked Stickers:

1. Yes, you can if you can on non-soaked tires. Each track is different. This mostly applies to asphalt more than dirt. Rolling out on soaked stickers and “punishing” them for those 1-2 laps won’t hurt them one bit. It’s a very short and lite heat cycle with a short curing time. It will work, but it’s not the most optimal performance way to go in most occasions. The rougher the race-track surface, the more equal this option is to the Qualifying Trim Instructions as stated above.

#### Saturday Night Special:

1. For the best results, roll out and run 2-3 laps at  $\frac{1}{2}$  to  $\frac{3}{4}$  throttle. Once that is complete and you feel the tires come in/grip, run up to an additional 2-3 laps at a solid  $\frac{3}{4}$  to full throttle. This will give you optimal performance for a heat race and feature type format. This extra heat buildup helps the curing process. You will give up a little bit compared to the “Qualifying Trim” instructions for the first lap or two of the heat race, but this process has a long term benefit.
2. Do not roll out on the track to scuff and hammer the tires. The tires need a short curing cycle for optimal performance. Punishing them too early will hurt the performance down the road.
3. This applies to brand new soaked tires, used soaked tires or a combination of the two.

#### Scuffing/heat gun cleaning Prior to Soaking:

1. There is no reason to do either for the sole purposes of soaking. Cleaning a used tire with a heat gun is doing the same thing those 2-3 laps of  $\frac{1}{2}$  throttle is doing with much less effort. It is rare where heat gun cleaning a tire for the sole purpose of soaking will be advantageous.
2. There is no benefit to scuffing the tires for the purpose of soaking. In some cases, there is an advantage to scuffing for the purpose of a better tire, heat cycling, tire life, sizing, etc.
3. It won’t hurt the soaking process if you decide to scuff or heat gun clean them prior to treating.

Notes: These instructions are baseline and are meant to give you a solid starting point. The tires may take an extra lap or two than what’s stated above to come in if they were treated on the inside only.

2021

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