



Product:

1. What makes your products better than Hot Lap?

Answer: Besides the fact that our tire treatments are easier to apply, we don't believe every tire is the same compound, design, etc. Hot Lap does, just read their can.

2. Why does Hot Lap cost \$140 a gallon and you're only \$60?

Answer: Because IMO they were the first on the open market and were able to set their price without fear of competition. Now they're stuck with that pricing structure and as long as people buy it, it'll never change. You think Oakley Sunglasses cost \$200 and sell for \$250.00?

3. Do I need a tire cleaner for your products like Hot Lap recommends?

Answer: No. Our products are stand-alone meaning you don't need to do any prep work out of your normal routine (dirt tire grinding, sanding, etc.) before applying our tire Conditioners.

4. Is your tire cleaner going to help me with bite?

Answer: No it won't. It's only designed to remove the mold wax (release) from new tires. It's also used to open up the pores of kart tires.

Instructions:

5. What do I do if I treat my tires and don't race this weekend?

Answer: The best thing is to wrap them with stretch wrap ASAP. In most cases we don't recommend re-treating them **if you didn't run a heat cycle**. There is no way to measure the evaporation rate. Re-soaking could cause the tire to be softer or have more bite than desired. If you ran at least one heat cycle, then treat them for the following week as you normally would.

6. Do I have to treat my tires race to race?

Answer: Yes you will as long as you ran at least one heat cycle. You can also make adjustments with your application to increase or decrease forward bite from week to week as well.

7. I'm racing two nights this weekend on the same set of tires. What should I do?

Answer: I'd recommend treating them like usual for the first night racing events and then wrap them up with stretch wrap as soon as you can after your first nights events. I wouldn't re-treat them because there is no way to determine how much HMS has evaporated out of the tires from the first nights events. I'm not saying it won't work, but I don't believe the tires would perform equally on both nights because of this reason.

8. How much HMS Extreme or HMS Original do I put on the inside of my tires?

Answer: This varies per application, tire and track surface to name a few. General guidelines are 1 oz. per inch of tread width at a minimum. 3 ounces per inch of tread width is very aggressive.

9. How do I know when to treat the outside or inside of my tires?

Answer: I'd start by reviewing our instructions or by contacting us. Also seek out your local HMS dealer if there is one. Finally if all else fails you'll just have to do it by trial and error.

10. How much treatment can I apply to my tires if the track is using a durometer?

Answer: This will vary from tire to tire. The best thing to do is contact us and ask. In most cases lowering your durometer reading 2-3 points softer than the durometer rule while treating them will put you on the line. To be safe, don't let the tires go below the rule while treating them.

Shipping:

11. How much is shipping going to cost me?

Answer: Average price per case is around \$25.00 & per tire rotisserie is \$125.00 (4 tire rotisserie)

12. Can you ship your products to Canada?

Answer: We can, but we won't. Too many past customers have stuck us with import fees and the risk verses the reward isn't worth it anymore. We do have a dealer(s) in Canada that can help you and a distributor here in NC that is willing to ship our products to you.

Misc:

13. Do you accept credit cards?

Answer: Yes as of right now (May 2016) we accept credit cards over the phone or in person. We're working on adding a shopping cart to our website.

14. How can I help preserve my tires over the winter?

Answer: Wrap them up with stretch wrap or put them in a large garbage bag and keep in a cool place limiting daily heat cycles from the sun. A heat cycle of any type takes away performance.

15. I don't own a rotisserie/roller. How can I treat my tires?

Answer: We recommend wrapping some of the tires so make sure to read the instructions we have listed. Some customers use a paint roller to treat the outside. The most important thing when treating the outside is to keep it wet until you're done. We do not recommend a wet dry wet dry process like some of our competitors. When treating the inside of the tire, it's important to not create a soft spot by letting the tire sit in one spot for too long.

This is meant to help you with general questions. If you have any doubts about the answers give us a call or email us at info@hms tires.com and we'll try to assist you more.