



## Instructions for American Racer Asphalt Slick/ Non-Groove

### \*Tire Roller Instructions (new & used)

1. Remove any stickers from the tread area.
2. Tire must be aired up to approximate pressure. Keep tire flat across as much as possible.
3. Clean any sand or dirt that may be on the tire with a dry rag or gloves. Grinding or wire brushing the tire is not necessary, but will help.
4. Fill the tire roller with conditioner enough to cover the tread surface only.
5. Do the right sides first if you have a two tire roller. Makes no difference in performance, but it will keep you from having to add conditioner between the changing from right sides to left sides.
6. Roll used tires for 10-15 minutes and 20-25 minutes for new. If you are looking for a desired durometer reading, your readings should be 5-7 points lower when you take them off the tire roller than what they are hot after scuffing. (This is recommended if you are doing it the night before the race.)
7. When desired time is up, remove tire and just let it air dry out.
8. Scuff new tires for approximately 2 – 3 laps,  $\frac{3}{4}$  throttle. When you feel the tires come in, quit. This will give you the best optimal performance for qualifying. If no qualifying is required, 3-4 laps will be suitable. (1 lap after they come in)
9. Scuffing used tires or a mixture of new and used, scuff for 4-5 laps whether you are qualifying or not. Quit 1-2 laps after you feel them come in for optimal performance.
10. These procedures are recommended for the night before race day or early race morning. No later than 3-4 hours before you hit the race track.

**Note:** Do not reuse the conditioner week to week. Only condition 1-2 sets per conditioning at one time. These procedures are good for new and used tires. If conditioning new and used at the same time, condition the new first, then the old. Do not over condition tire. Over conditioning for a new tire is 30 on the durometer or below, used 40 on the durometer or below. These procedures will give you a result of approximately 45 to 50 on the durometer.

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