



Hoosier Instructions Asphalt Slick/Grooved

Inside Tire Instructions

1. Pour 16-20 ounces of HMS Tire Conditioner inside the tire. (12-16 for 8" tire) through the valve stem or by breaking the tire off of the bead.
2. Mount the tires back up and air it to normal pressure so that the tire tread area is flat across as much as possible.
3. Roll the tire in a tire roller (nothing in the pan) 2 ½ - 3 hours (2 – 2 ½ for 8" tires) Spin tire on machine approximately 1 hour per 10 oz.
4. This procedure can be done at any time during the week all the way up to race time if needed. (As long as they stay mounted)
5. If you put some on the outside, keep it to a minimum. A 5-10 minute roll will do.

Tire Roller Instructions (new & used)

1. Tire must be on a wheel aired up to approximate pressure. (Tire flat across)
2. Clean all sand or dirt that may be on the tire with a dry rag or gloves. Use a heat gun if you wish. Remove the labels from the tread area.
3. Fill the tire roller with conditioner (Enough to cover the tread patch of the tire).
4. 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 more HMS Tire Conditioner
5. 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 3-4 points lower when you take them off the tire roller then what they are hot after scuffing. (This is recommended if you are doing them the night before the race.)
6. When desired time is up, remove the tire and let it air dry laying on its side.
7. Scuff new tires for approximately 1-2 laps at ¾ 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. (1-2 laps after they come in)
8. Scuffing used tires or a mixture of both, scuff for at least 3-4 laps whether you are qualifying or not. (You can quit one to two laps after you feel them come in.)

Note: Do not reuse the conditioner week to week. Only condition 1-2 sets per conditioning at one time. If conditioning new and used at the same time, condition the new first, then the old. Do not over condition the tire. Over conditioning for a new tire is 30 on the durometer or below, used 40 on the durometer or below. These instructions will give you a durometer reading in the high 40's to low 50's. The colder the racetrack, the more you can get away with. These procedures are recommended for the night before race day or early race morning. No later than 4-6 hours before the tires first heat cycle.

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