



Instructions for Goodyear Asphalt Slick & Grooved

*Tire Roller Instructions (new & used)

1. Peel off all stickers from the tire tread area.
2. Tire must be on a rim aired up to approximate pressure. (Tire flat across)
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. Using a heat gun to clean the tires before treating them will make the tires come in quicker on the race track.
4. Fill the tire roller with conditioner (Enough to cover the tread area of the tire 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 RS to LS.
6. Roll used tires for 15-20 minutes and 30-35 minutes for new. If you are looking for a desired durometer reading, your readings should be 5-8 points lower when you take them off the tire roller than what you want 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 let it air dry out. It's best to set it on its side.
8. Scuff new tires for approximately 1-2 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. (1-2 laps 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 one to two laps after you feel them come in.)
10. These procedures are recommended for the night before race day or early race morning. No later than 5-6 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 approximately 30 on the durometer or below, used 38 on the durometer or lower.

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