



Tech Tips for General Purpose

These instructions are intended for general purpose only and are NOT specific to a certain tire or tire brand. They are also only intended for customers using HMS. We do not test or work with other products on the market so these tech tips may or may not apply to your needs. The following tech tips only apply to the HMS Original and/or HMS Extreme Tire Conditioner brands.

Inside Tire Treating:

1. The general rule of thumb is 1 oz. of conditioner per every inch of tread width at a minimum meaning 10 oz. for a 10" tread width tire, 8 oz. for an 8" tread width tire.
2. Generally speaking you need to roll the tire 30-45 minutes per every 10 oz. you put inside the tire. This is for a cold roll (By hand in the shop, rotisserie machine, etc.) Rolling it more doesn't hurt a thing, but it is necessary.
3. If you decide to treat them on the inside at the race track, rolling time (Hot roll) at the race track varies greatly because of track length and tire heat. We can't give you an exact amount of time, but we suggest at least 3-4 laps of 120 degree plus tire temps.
4. It doesn't matter how many days before you race that you treat the tires on the inside as long as you don't dismount them for a very long period of time. Keeping them mounted drastically reduces the evaporation time. THIS DOESN'T APPLY TO TREATING THE OUTSIDE OF THE TIRES.

THE MOST IMPORTANT PART IS TO ROLL THEM UNTIL THE PRODUCT SOAKS IN

Reducing the Odor from an Inside Treatment:

1. After the treatment has totally soaked in you can pour the same amount of (Pure) lemon juice into the tire. Rotate the tire until it covers the treated area and dries. Once it's dried wash the tire with Dawn dish soap or detergent. Yes it's a lot of work, but **Lazy racers get beat!**
2. If you don't want to go through the trouble of the above steps simply purge your tires after you treat them. Put the max amount of air in the tire that you are comfortable with, and then sit on the tire; press your knee into, etc. to force the air out as quickly as possible. This will help with the odor but WILL NOT eliminate it. Repeat 3-4 times and this helps to reduce the odor.

Reducing the Odor from an Outside Treatment:

1. Follow steps 1 and 2 from the inside treatment tech tips above. Purging the tire will not help much at all when treating the outside of the tire, but won't hurt anything either.



Rained out or didn't run the Tires:

1. If you didn't put a heat cycle in the tires at all after you treated them, the best thing to do is wrap them up in stretch wrap or bag them up in a garbage bag.
2. We do NOT recommend treating them again if you didn't heat cycle them. Without a heat cycle there is no way to gauge how much of the treatment has evaporated out of the tire and re-soaking them can damage the tire and/or weaken the performance of the tire.
3. If you ran at least one good solid heat cycle, re-treat them like you normally would or.....
4. Wrap them up after that one heat cycle and let sit until the following week. They won't perform as good but will be better than nothing.

Winter Storage:

1. Tires evaporate and the older they get the less they perform at their best. To help the tire last longer simply cut off the oxygen. Place them in a garbage bag; wrap them in stretch wrap, etc. Anything to slow down the evaporation will help. Placing them in a cool place will help also.

Weekly Storage:

1. Take them off the trailer tire rack if it's an open trailer. A heat cycle is a heat cycle regardless if it's the sun or laps around the track. Even if your tires are in an enclosed trailer, reduce the amount of heat cycles the tires live through.

Visually Identifying Tire Age/Heat Cycles:

1. Yellow is bad..... When tires age they will begin to turn a yellowish color. This is a sign of heat cycles and aging. If you are racing where you have to run used tires, it would help you to look at the color of the tires. Simply put the older the tire regardless of heat cycles, the less likely it's going to perform at its best.
2. (Asphalt only) If you are racing where you have to run used tires it's important to understand tread depth. Tires are generally measured in 1/32. A good solid used tire should be no less than 3.5/32. A good solid used tire is 4/32 or more. Most new tires start at 6/32.