



Hoosier USLCI Legends Tire Instructions

Inside Tire Instructions (This is a work in progress)

1. Pour 6-8oz. of **HMS Extreme Tire Conditioner** inside the tire through the valve stem or by breaking the tire off the bead. You need 6oz. minimum to equally treat the tire. An aggressive treatment would be in the 16-20oz. range and would affect the durometer a lot.
2. Air the tire back up to normal air pressure so that the tire thread area is flat across. You need this to ensure the tread surface is equally treated. If the tire is concaved it will cause the tire to be treated unevenly. These minor details will help in performance on the track.
3. Roll the tire in an HMS Tire Rotisserie (pan empty) for 45-60 min minimum. The general rule is 45-50 min of rotation per every 8oz. If a rotisserie is not available, then rotate the tire by other means. Do not let the tire sit in one place. Using a “hot box” could be useful.
4. This procedure can be done at any time during the week all the way up to 12 hours prior to race time, but we recommend treating them 48-72 hours ahead of race time.
5. Perform any heat generating work prior to soaking. In example cutting, sanding, etc.
6. If you put some on the outside as well, keep it to a minimum. 5 minutes will do a lot. We do not recommend treating the outside in most applications.

Notes:

1. We do **recommend** purging the tires. Some of our tire conditioners have strong odors while others don't. See website for purging and washing instructions.
2. If your track has a specific durometer #, you can back off on the amount of HMS Conditioner you put in a tire. You can achieve more grip with minimal durometer change.
3. If you plan on running back to back days on the same set of tires, we do not recommend treating them between days. In most cases that means you'll be treating the tires roughly 12-20 hours before race time and we don't feel that is enough curing time. Some of our racers have told us they are treating on back to back nights, but it's not something we have done on a one on one bases.
4. You will have to do this process weekly and treat new tires the same as used tires. Scuffing the tires can be critical. Also, with inside treatment, it'll take a couple laps for the treatment to come in. **We have not experimented with outside treatments to this point.**
5. In general, these tires can handle more treatment and react better than the 595 Federals.

2021