



## TIRE TEMPERATURES

It is the combination of proper inflation and chassis alignment that gives tires optimum grip.

To obtain important data, the vehicle needs to come directly into the pits where a crew member immediately takes the temperature of each tire in three places "inside, middle and outside" He or she must also note hot PSI and any irregular wear. Begin with the last loaded side of the vehicle.

The objective is used the tire to its fullest potential. This is accomplished by effectively using the entire tread surface. A desired temperature range across the tread surface will be approximately a 10 to 15 degree spread. Generally this spread will be hotter on the inside and cooler on the outside. If an undesirable temperature spread is seen, one method is to increase or decrease air pressure by two (2) LB increments. If there are significant differences in temperature across the tire, it may be necessary to consider chassis adjustments. It is important to make minor changes in air pressure or chassis.

## BREAK IN PROCEDURES

It is important to gradually bring the tires up to temperature. Usually the break in procedure can be accomplished in 3 to 7 laps. The first couple of laps; drive at a steady and moderate pace. After the tires are brought up to temperature continue for another couple of laps at a sensible pace without overexerting the tires. Track layout and pit location will be varying factors in tread surface temperatures. For accurate information, temperature and pressures must be checked immediately upon entering the hot pits. After all information is gathered, let the tires cool to at least ambient temperature, preferably overnight before utilizing the tires in race conditions.

## MOUNTING INSTRUCTIONS

All vehicles often exhibit variances in clearance measurements. A visual inspection is an important evaluation. This evaluation should include visual inspection of tire and fender clearance when the steering wheel is in both fully locked positions. Tire clearance should also be examined when the suspension is in its fully compressed position. Only specially trained persons should mount tires.

When mounting Yokohama/ADVAN tires; pay special attention to the DRIVE arrows molded in the sidewall of the tire. The DRIVE arrows should be mounted on the wheels according to wheel location on the vehicle. The DRIVE arrow on the left front location of

the vehicle should be mounted with the DRIVE pointing clockwise. The right front should be mounted counter clockwise. This also applies to the rear of the vehicle. The left rear tire should have the DRIVE mounted on the wheel in a counter clockwise direction. The right rear tire should be mounted on the wheel with the DRIVE arrow pointing in a clockwise direction. If the tires are mounted properly, all DRIVE arrows will be pointing towards the driver.

#### RECCOMENDED HOT PRESSURE RANGES

DOT R:	28 PSI to 36 PSI - All Tracks
Formula Atlantic:	18 PSI to 22 PSI - Road Course 30 PSI - Oval Course (Right side) 20 PSI to 22 PSI Oval Course (Left side)
Club Bias:	25 PSI to 30 PSI - Road Course 28 PSI to 30 PSI – Oval Course (Right side) 22 PSI to 24 PSI – Oval Course (Left side)
ALMS/POC:	26 PSI to 30PSI – All Tracks

#### TIRE TEMPERATURES

Preferred – 190 to 220 F - 88 to 104 C  
Acceptable – 160 to 220 F - 77 to 104 C

Wet Starting Pressure > 4-5 PSI higher

#### Camber Settings (Recommendation Range Only)

-2.5 -4.5	Front
-2.0 -3.5	Rear