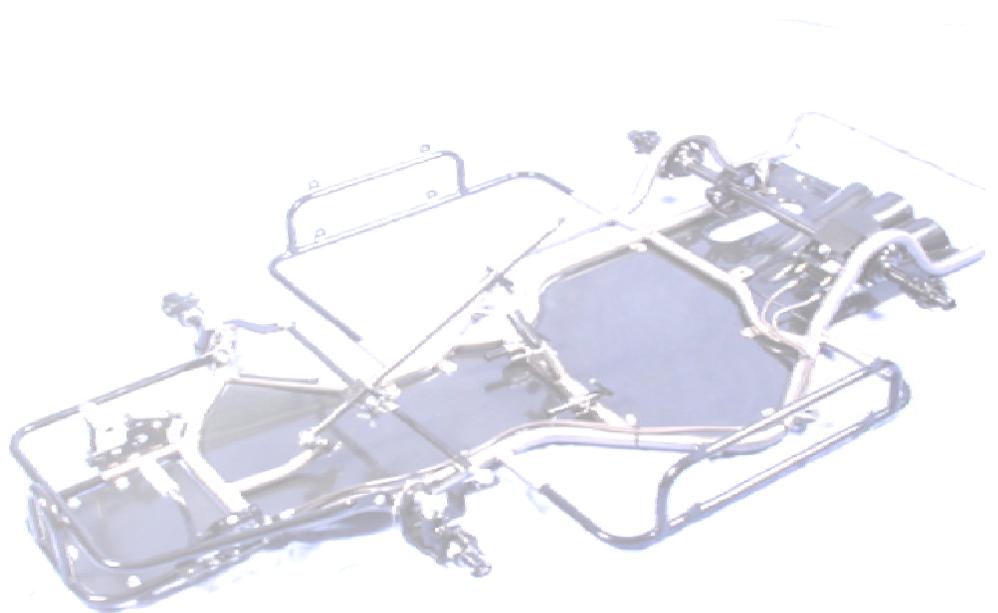


ULTRAMAX Racing Chassis would like to congratulate you on the purchase of 2010 EXCENTRIK. The 2010 EXCENTRIK is beyond it's time, we have focused many hours and testing to insure you that this unique chassis will keep you upfront and make your racing program a success. We @ Ultramax Racing strive on Customer Service , feel free to contact us anytime for any reason, there is no dumb question. Thanks for your support and Good Luck in 2010 and beyond with your 2010 EXCENTRIK.

FROM THE FACTORY

Your 2010 EXCENTRIK is packed with all the necessary components to assemble your chassis. The list below will assure that you have all the hardware needed.

- SEAT STRUTS w/BOTTOMS
- OMEGA FIBERGLASS SEAT
- 14" ULTIMATE STEERING
- STEERING HUB KIT
- STEERING FAIRING w /
- ULTRA MOTOR MOUNT
- VAHLOR FIBERGLASS
- CASTER PILL KIT
- BODY BOLT KIT
- LOCK COLLARS (2)
- THROTTLE CABLE
- SEATBELTS (CHA
- DECAL PACKAGE
- T-SHIRT



**** Note: This may vary due to the Package you have purchased****

CHASSIS MAINTENANCE & TIPS (THIS IS HOW WE DO IT)

In this section we will discuss the importance of a well-maintained chassis. These tips could be the difference between winning and losing.

- *Loctite all wheel / gear hub studs to ensure no stripping of wheel nuts or studs backing out when using an impact wrench.*
- *Bearing Maintenance is a critical part of your chassis performance. Always blow the bearings out with compressed air after washing, apply WD-40 or any (water dissipater) to bearings and chassis to get rid of moisture.*
- *Always keep a check on the bearings, hubs, and all rotating / moving parts on your chassis to eliminate any failures that could cost you a win.*
- *Keep a close check on the Nerf bars, Bumpers to ensure that there is no chassis bind, make sure the components stay free-floating in the chassis.*
- *Re-square the chassis each week. Most front-end adjustments tend to affect the Toe-end.*
- *Keep Front Bumper and Body Kit free floating, so the Front-end can flex (Do Not Lock Down Tight)*

SEAT MOUNTING AND LOCATION

This process is one of the most critical variables, that will make your 2010 EXCENTRIK a success.

The seat holds the driver and the driver is the single most, largest piece of ballast placement on the chassis. The placement of the seat controls a large portion of weight transfer. The type of seat used is very important, and we recommend using a heavy-duty seat with a large strong lip around the edge to ensure minimal flex. Every Driver has different size characteristics: short, tall, big, and small. With every case seat positions and location are different. In this section we will discuss the proper way to mount a seat.

Keep in mind the driver needs to be comfortable on his/her chassis. The seat can be mounted on the kart stand without wheels & tires by taking a 4ft. level or a piece of plywood, clamp it to the center section of the chassis, and let the seat rest level with the bottom of the main frame rails. If your chassis came equipped with a rear floor pan, we recommend putting a piece of cardboard or a number panel under the bottom of the seat to get it flush with the frame rails.

The first step in mounting the seat is to place the right seat strut on the rear cross member and snug it up enough to hold it in position. Make sure you can still move it across the cross member. Secondly, loosen the front seat slides and push them forward out of the way of the seat. Place the front center of the seat, 5/8" left from center of upright and 3/8" off the upright. Push the slides back to the seat and mark your holes for drilling. Keep the slides straight up and down,

and after drilling the holes, place 5/16 shcs bolt through, place a rubber grommet and nut and secure the seat. Never tighten the seat down and squash the grommet. With the seat slides still loose, position the seat, the center of the back of the seat in line with the rotor (for Bigger Guy) and we recommend setting the center of the back of the seat ½" to 1" to the right of the rotor for all other size drivers.

The seat height greatly depends on the size, weight and height of the driver, and also the type of track. The WKA mandatory seat height is 14" off the ground, but 8 ¼ " off the axle will let you achieve this measurement.

TRACK TYPE GRIP LEVEL	6' and above 150lbs and above	Below 6' , 150 lbs and above	JR SEAT Location 65-95 lbs JR OMEGA Seat
Pavement	8 ¼ off axle	8 ½ off axle	7 ¾ - 8" off axle
High speed / bite dirt	8 ¼ off axle OMEGA 9" high back seat	8 ½ off axle OMEGA 9 ¼ high back seat	7 ½ - 8" off axle
High speed/med Bite dirt	8 ½ off axle OMEGA 9 ¼ high back seat	8 ¾ off axle OMEGA 9 ½ high back seat	8 ½ off axle
Med Speed / Low bite dirt	8 ¾ off axle OMEGA 9 ½ high back seat	9" off axle OMEGA 9 ½ high back	8 ½ off axle
Indoor Dirt (BULLRING)	9" off axle OMEGA	9 ½ off axle OMEGA	8 ¾ off axle

*** Note: Many seats have a rolled back, which helps lower VCG. This guide may vary depending on what type of seat is used*****

As, always this, chart is only a guideline. There are several variables to mounting your seat so the ballast transfer will work correctly; however, with the chart above, you should be able to correctly position your seat for most track conditions.

Now that you have your seat height determined, mark and drill the right side seat strut while maintaining your designated seat height. After you have the hole drilled, place the 5/16 button head bolt through the seat, place the rubber grommet between the seat and the strut, add the flat washer and nut, tighten the nut, but don't squash the rubber grommet. Re-check your designated seat height and slide the left strut to the seat. Keep the seat level from side to side, then mark and drill the hole. Repeat steps as you did on the right side strut. We recommend the seat to float between the struts and slides to eliminate any kind of bind between the seat and the chassis.

Note: Seats are vital to chassis performance, replace seat every 6 months and if seat gets damaged any, cracks, busts etc. Replace it *

WIDTHS , SPACING AND HEIGHTS

___The width, spacing and ride heights are also very important to the performance of your 2010 EXCENTRIK. In this section, we will discuss the correct way and how moving these parameters affects the way your chassis transfers weight and performs.

WIDTHS & SPACING

The width of the chassis will affect the chassis handling characteristics, transfer and speed through the corner. The rear width is very crucial. We recommend 39.125" to 39.975" rear tread width for pavement and dirt racing surfaces. We accumulate this measurement by measuring the contact patch of the RR and LR, outside edge to outside edge. We recommend the RR wheel/tire to be ¼" off the chassis with the LR moved accordingly to achieve the designated tread width. The wider the LR wheel, the closer the tire/wheel will be to the chassis and you will still have your designated tread width. We usually use an 8.500 LR wheel for dirt application and a 5.500" or 6.000" for pavement. The wider the rear of the chassis is, will make the chassis looser. The wider the front the more it tends to tighten the chassis during cornering. With our experience the RF hub should have a .250 and .125 spacer behind the hub and the LF hub with a .250 spacer behind the hub. These settings should be the correct front tread width for most track and conditions.

RIDE HEIGHTS

Ride heights of the chassis is something that most racers never think about, since we have a lot of adjustability designed into the chassis. Over the years, we have found that keeping the chassis heights, pivot points, and rake of the chassis parallel and plane to the track and surface will let the chassis flex, transfer the weight correctly, and roll free without any chassis bind. In the past few years, the higher cross settings has the chassis bound up as it sits neutral/idle. There are a lot of variables that go into this, and also a lot of time spent to keep your chassis plane. The process that we have used and, seems to be the best way, is to prepare the chassis to a race-ready trimmed out chassis, all scale and geometry settings done, with a fresh set of cuts or tires. Without the steering locked, push the chassis on a level floor as you would in the grid at the track. Make sure it rolls freely and rolls without any kind of bind. A plane chassis that is set correctly will roll for 6-8 ft. and gradually turn left. A chassis with the ride heights and pivot points not plane will tend to turn left real quick and cause the chassis to bind while turning. The adjustments can be made by adjusting each corner with small adjustments and getting the chassis to roll freely and still acquire your designated cross and settings.

FRONT-END GEOMETRY - CASTER/CAMBER

The 2010 EXCENTRIK has a very unique front-end design. The Serrated weld-on plate and the "L" Caster Block are serrated on an arc to achieve all Caster ranges. The Caster is acquired by a Caster pill with the Stock setting being 10 deg on right and 7 deg. on left. The pill holds the desired caster, while moving the plate up and down, to adjust cross. The Caster pill will have 4 settings per pill, an

even and a odd, the # facing the tires , will be the designated caster. Always remember" EVEN on RIGHT and ODD on LEFT"

Caster is built into a chassis to promote weight transfer, which is a major factor in producing the bite, necessary to negotiate each corner. The more caster that is in the RF , transfers weight to the LR, and the more caster that is in the LF produces more bite in the RR. On tracks that have tons of bite, less caster is required due to the Track surface having all the bite, and on tracks that don't have grip, more caster will be required to have the necessary grip.

Caster Split, which is the difference between the RF and LF Caster settings, the 2010 EXCENTRIK has a 3 deg. split, and increasing the split will make the chassis want to turn into the corner faster, and decreasing the split will tend to make the driver have lot of steering input, making the front-end feel tight and possibly making the rear-end twitchy.

Here is a good Caster Guideline:

- 3 deg. of caster split is a safe amount and will work for most track conditions.
- Do not exceed 4 deg. of caster split and never run a 0 deg. of caster split.
- Most indoor dirt (Bullring) tracks a 1 deg. caster split seems to help the chassis turn and land on the RR to help acquire the grip that is needed to get off of corner.
- SYRUP racing (Concrete) a 2-3 deg split is required and low caster setting, because the track itself is producing all the bite.

Naturally these are simply guidelines and every driver and racetrack may require you to exceed these parameters. If you stay within these guidelines we are confident that your front-end settings will be a safe range to keep you up front.

CASTER PILL SET-UP

RF Caster Pill Setup:

4
6
8
10
12
14
16

LF Caster Pill Set-up:

1
3
5
7
9
11
13

The RF Caster will always be even #'s and the LF will always be odd #'s.



****Note: Caster will not make a bad handling chassis a good one, Caster is for fine tuning purposes only****

CAMBER

Camber is another key ingredient in making your chassis transfer weight properly. Once all the preparations are done and the chassis is ready for front-end geometry settings and scaling, place a camber gauge on the RF/LF Spindle bolt, level the gauge and read the camber +/- . Camber can be checked with the driver in the kart or out, always do it consistently. Once you have a baseline, drive in or out doesn't really make a big difference.

___RF camber can be related to how much the tire is being loaded by the transfer weight to the right. The RF will need to be negative camber to deflect the tire contact patch from the surface of the track. A track that doesn't have a lot of banking will require as much negative camber as a track with a lot of banking in the corners. We recommend running no more than -4.5 deg. and no less than -1.5 deg in the RF.

The LF can be considered as the tire that holds the kart in the corner. Comparing the two RF/LF, the RF accepts the load and the LF tire directs the load put in the chassis. The LF camber can also have a considerable amount of tire deflection. The more bite the track surface produces, the more deflection you create; therefore you need more + camber. If a track isn't producing a lot of bite, you may not need a lot of + camber. The banking of a track doesn't have a lot of input on your + camber in the LF although all of the front-end settings depends greatly on how the chassis loads and unloads during cornering. We recommend running no less than +.250 deg. and no more than + 1.750 deg of left front camber.

These parameters that we have given you will keep you in a safe zone, but they are only parameters, and may change due to certain track layouts and surfaces.

With every camber/caster movement, the toe-end may be affected so keep a close check on this measurement.

SQUARING THE CHASSIS

___Squaring the chassis is a major part of your racing program , a chassis that isn't square and aligned will not handle or roll well and may have a tendency to bind as it rolls. As mentioned in other settings, eliminating any bind in your chassis will help your chassis work properly. We recommend using a SQUARE-N-TOE alignment tool manufactured by Dill Fabrication Co./ ULTRAMAX to insure the most accurate alignment possible. First, remove the RR/RF/LF hubs and all components on the axles, then place the S-N-T on the axle and the RF spindle arm. Keep the axle rolling freely inside the S-N-T and place the spindle arm into the S-N-T. Square the RF to the RR axle, setting your pitman arm @ a 5 deg. angle. Place the steering pin in the center position and lock it into place. Keep in mind the right side is square and cannot move, so place the S-N-T arm on the LF and measure across the chassis and adjust the toe-end to your designated toe. The chassis will toe in 1/32 once the chassis is placed under load. We recommend 1/8" toe out when setting with the SQUARE-N-TOE Alignment System.

STEERING ACKERMAN

The 2010 EXCENTRIK implements fully adjustable Ackerman. Ackerman is the function of the



front-end geometry and the rate of speed, the inside tire radius compared to the outside tire. This is based on the theory that the LF tire is traveling on a tighter radius than the RF tire. The 2010 EXCENTRIK has multiple adjustments and from the factory will be in the center positions. With testing, we found that these settings will be the best suited for most track condition; however, these may vary due to track surfaces and conditions.

On the fast hard biting race tracks, moving the LF tie-rod forward may free the front-end from the apex to corner exit. There is a point with

moving the LF forward that you drag the LF instead of the tire leading the kart into the corner, through the center and off you may encounter a push and it is simply because the LF is not loading because of the rate of speed it is turning compared to the RF. Likewise, on a low biting track, you may find that it would be helpful to move the LF backwards one hole and this will slow down the rate of turning speed, creating more bite to the LF and the chassis.

Moving the RF will affect the chassis just the opposite. So keep this in mind, if your chassis isn't exactly right, the Ackerman adjustments will not make a bad handling chassis a great chassis. This is for fine tuning only. Basically, if you are not comfortable adjusting the Ackerman, the factory settings will be pretty close for you.

BODY MOUNTING

Over the past several years, Ultramax Racing has put a lot of focus on Bodywork, Aerodynamics and the affects it has on the performance of a Chassis. In 2010, we created the "VAHLOR" body kit, which has an offset ridge around the nose to create lift and also create forward bite in the chassis, the "VAHLOR" body also has down-force to ensure the front-end is loaded during corner entry. The



aerodynamics of a body affects the way the chassis transfers weight and rolls down the straight-aways. Always keep a good body mounted on your chassis , you will see a drastic change in performance.

First, you need to connect the side panels to the nose of your "VAHLOR" body kit. Starting with the right panel connected to the nose, which will mount flush and have an easy-fit, drill 3 holes with a 3/16" drill bit. The holes should be drilled 2" on the fender and 1" into the front/side air dam.

Place either a 10-24-button head bolt/washer or a pop rivet to secure the right panel to the nose . WKA rule is that tires can't be inside the body more that 1" and also inside the side panels on the rear more that 1". After all this is checked, mark/drill the holes with a 3/16" drill bit.

After you slide the body kit back on the chassis, place the button head 10-24 bolt or a pop rivet and secure the body to the chassis. We recommend leaving the body loosely mounted to the chassis to prevent any chassis bind and rigidity to the body. nose. Now you are ready to connect the left panel, so repeat the steps above. Place wheels and tires on the chassis to insure that when the body is mounted that all objects clear the body kit. Place the chassis on a level floor/surface, and slide the body kit on the chassis. We recommend using a 1" block on the nose/side panels to achieve proper ground clearance. Now, place the wheels/tire in the center of the wheel wells and make sure the body is square and in line with the chassis. Keep in mind

SHOP AND RACE-TRACK SET-UP

In this section we will discuss set-up #'s, rear lead, ballast placement, tire pressure, and probably the most important thing in karting today... TIRES, TIRES and more TIRES.

REAR LEAD

The 2010 EXCENTRIK comes equipped with rear lead adjustments. The Rear lead adjust the wheel base making it longer or shorter, this controls the speed of transfer and the tracking of the chassis. This adjustment is usually used for fine-tuning and not for making a bad handling chassis a great one. The rule of thumb with lead is making the right side wheelbase longer, loosens the chassis, shortens the left side, and also loosens the chassis. Moving these points will create rear-steer in the chassis. Moving the rear axle assembly in the other direction will have opposite effect on the chassis, making the right side shorter, the left side longer and will tighten the chassis somewhat. The 2010 EXCENTRIK comes from the factory in the center position, and this will work for most tracks and surfaces. The 1/16" can help you on a tight bull ring race-track, and a lot of our Indoor guys move the rear lead adjustments to make the chassis turn in the center on the corner and also to free up the chassis if necessary. We recommend squaring the chassis with the axle in the standard location, and then moving it once the toe-end and squaring is done. Again, this is a fine-tuning tool that we offer and, if you are not sure about moving the rear lead, the standard locations will work for most applications.

CROSS

Cross weight has been the main topic for many years now and this topic can be debated in many different aspects. In this section we will discuss what cross weight does and how it affects the chassis.

The 2010 EXCENTRIK was built and designed to use a medium – high cross setting due to the chassis rail over the axle. We have strived for years to use the rear of the chassis rails to create more roll speed and forward bite. The EXCENTRIK chassis LR rail acts as a whip, while unloading and loading during corner entrance and exit. The cross has to work with the left side percentages to control the rate of transfer. The EXCENTRIK chassis will require 57-63% on lower grip tracks (low-mid durometer on tires) and 64-70% on high grip tracks (med-high durometer on tires).



Let's dig into the cross subject a little deeper. The more cross that is placed into a chassis produces more static load on the LR tire. This tire unloads entering the corner and loads the RF assembly and makes the chassis turn quickly, and then transfers the load back to the LR to create the forward bite off the corner. When this occurs, it relieves the RR tire from excessive temperature and stress causing the RR to last longer and create more grip as the race goes on. The lower cross setting provides more transfer to the RR and LF, causing all 4 tires to create heat and come in faster than the higher cross setting. Cross is a subject that if you ask 10 different people, you will get 10 different answers. Again the cross setting will have to work with other settings on the chassis, but staying within these guidelines we have discussed in this section, you will have a proper transferring chassis.

TIRES AND PRESSURES

Tires are the most important things within karting today. In this section, we will provide you with our views and opinions to complete your racing adventure with ULTRAMAX.

As, for the past 10 years, tires have become the main part of karting programs around the country. We feel like this is the most crucial thing that a racer could utilize time, effort, and money \$\$\$ in this sport. Tire cutting has also come to the forefront and changed the way a chassis manufacture builds and designs a chassis, and the cutting usually depends on who and why someone wins. On dirt tracks, all over the United States, the rubber thickness and profile/shape of the tire are very dependent on one another. The thinner the rubber and the radius on the corners reduces the spring rate and causes the tire to deflect more under load. A tire with a flat cut and more rubber on the corners will have more spring rate and not deflect the tire causing it to bite harder and produce more heat. We are not saying that you have to calculate all thickness and spring rates. We are simply trying to give you an understanding the theory behind tires and how they work. Also, keep in mind, new tires are usually the fastest tires due to the fresh rubber on the contact patch and fresh sidewall for pavement and dirt.

- The more speed and bite that a track has the less rubber will be necessary to run because of the heat transfer through the tire. Running a thinner rubber tire may require you to run a little more air pressure, to acquire the proper spring rate for that particular track and conditions.
- As a race-track loses bite and temperature of the tire decreases, then you will need more rubber to create a bond with the track and more rubber builds more heat. Less air will be required to get the tire to have the proper spring rate and deflection.
- The harder biting track requires a harder durometer tire and the less biting tracks require a tire that's a little softer.
- Tire chemicals is a major part of kart racing today, and there is a Chemical/Tire Guru @ every race-track. We recommend simplifying your tire program and chemical selection, so you can keep track of what you are using on each set of tires and be more consistent. All tracks like different chemicals, but most of the time it's not what you are using but how much is being used. We recommend choosing chemicals that aren't too harsh for the tires and treating tires not prepping them. Over the years, the chemical war has gotten out of hand, but we have found that working tires early in the week and letting them sit and air out, and then work them as you need to at the track will help you ruin less tires and not overwork them. These are a few chemicals that we use and like we said "TREAT TIRES NOT PREP THEM"

- Hotlap (I,II,III, KARTING 2000)
- PRO-BLEND Tire cleaner
- Track-Tac Products
- Track Claw
- Acrysol
- RED PREP (Trans. Fluid, Lacquer Thinner ect.)
- Goat/Yellow Prep (very harsh on tires, but good when wet)

Experiment with whatever product works good for you and your program. These are just a few of what our racers around the country use. Whatever you choose to run, remember make it simple and that it's not what you use it's how much that you use.

STAGGER

The 2010 EXCENTRIK has a very big dependent on the amount of stagger that is in the front/rear of the chassis. These measurements are the different circumference between the right and left side tires. These measurements will change the cross% every time they are moved. We recommend that running the lowest rear stagger possible, but keeping the kart turning through the center and staying free. On large tracks $\frac{1}{4}$ of a mile and above we recommend running the least amount of stagger as possible, due to the speeds of the tracks and the length of the straightaway. On tight bullrings we recommend running larger amount of stagger to keep the chassis turning well. These are the recommendations that we have tried in testing and should be in the safe zone for most conditions.

FRONT STAGGER

The front stagger helps the chassis turn in and turn off the corner. Increasing the front stagger will also increase the cross and jack more weight to the LR. We recommend 1.125 – 1.625 in the front stagger. These are only guidelines and may vary to different track, but will keep you in the safe zone by staying within these parameters.

REAR STAGGER

The Rear stagger helps the chassis turn getting in and through the center, keeping the chassis free. Rear stagger is probably more crucial getting through the center and off the corner. We recommend running .625-1.125 in the rear, and running the least as possible.

Another good preparation tool for staggering tires is to keep all the right side tires the same size and have left side @ a different circumference to change your stagger. This is key because of keeping the ride heights of the chassis the same with using different sets of tires.

BALLAST PLACEMENT

Ballast placement is another critical part of your chassis. Keep in mind to make sure all is secured to the chassis with no fear of flying off while in competition. Most racers have 5lb. pucks of lead that is used to obtain the proper weight for the class/division that you are running. A larger

driver needs the ballast place lower on the chassis. Due to his VCG and transfer with a medium/smaller driver, we recommend placing the lead higher on the seat and/or the chassis weight tabs. Placing ballast evenly on the chassis is very critical. Seat location means a great deal to where the ballast will be placed. We recommend placing all weight inside the parameter of the 4 tires and not outside of them on bumpers, nerf bars etc. Another thing to remember is to never tie the chassis together at any point, this will prohibit the chassis from flexing properly.

SET-UP #'s and SCALING

The set-up #'s on the 2010 EXCENTRIK are somewhat different than the chassis that we have built over the past several years. This chassis is a totally different design and has been tested, Computer simulated for flexibility. This chassis will require a little different set-up #'s than the conventional chassis, being more balanced and very responsive to small changes. In this section we are going to breakdown the set-up's by class and we are very confident that you will perform on the 2010 EXCENTRIK if you stay within these guidelines.

Class	Left%	Cross%	Nose%	Camber
JR-1	53-54%	57-63%	46-47%	-3.1r +01
JR-2	54-55.5%	58-65%	46-47%	-3.0 +01
JR-3	56-57%	58-67%	46-47%	-3.0 +01
Lite	57.0%	58-69%	46-47%	-3.0 +01
Med	57.5%	58-69%	46-47%	-3.0 +01
Hvy.	58-59%	58-69%	46-47%	-3.0 +01
Sup. Hvy.	59-60%	58-69%	46-47%	-3.2 +01
Mod.	57-59%	57-65%	45-46%	-2.7 +.75
SR.Champ	56-57%	50-62%	45-46%	-3.5 +.25
Jr.Champ	55.5-56.5%	50-62%	44.5-45.5%	-3.3 +.25

These set-up #'s are only basic and depending on the track surface and conditions, these #'s may vary. We feel like you will be close in most circumstances and will be able to adjust from there.

THANK YOU

Ultramax Racing has strived for years to build a chassis like the 2010 EXCENTRIK. We can assure you that with using this tutorial as a baseline and staying between the guidelines discussed in this tutorial will make your chassis a success. We will also strive to support you and your racing endeavors 100%, and we are always looking for our customer feedback/comments so we can build you a better product and keep you running up front. Thanks Again, ULTRAMAX



Tire and Prep Guide

Tire Treating on the Inside : Lambert Red / Hotlap / Acrysol Track-Tac ect .

Purple / Super Heavy - ½ - 1.5 oz. Rolled for 2 - 3 days Cold. R sides and LF

Purple Plate will need to be .025 or less under Hard Track Conditions Thin LR***

Blue / Gold / Adult Lite - 1.5 - 3.0 oz Rolled for 2 - 3 days Cold. R sides and LF

Adult Stock Med / Heavy - 1.5 - 2.5 oz. Rolled for 2-3 days Cold. R sides and LF

Note: The LR prepping will determine how hard the track is biting. Always keep the LR 3-8 duro. harder than the RR. ½ -1 oz is the most used when even prepped.

You will get more aggressive w/ the tire prepping on the inside, when the tracks are cooler and damp.

*****Roll tires with 15-25psi .*****

Tire Treating on the Outside : Pro-Blend (HotLap) Track-Tac, UMAX Prep , Lambert Blue Ect.

Purple / Super Heavy - 15-35 min rolled on the outside Cold all 4 Tires

Blue / Gold / Adult Lite - 20-45 min rolled on the outside cold all 4 Tires

Adult Stock Med / Heavy - 15-35 min. rolled on the outside cold all 4 Tires

Note : Keep the LR 3-8 Duro. Harder than RR.

Rollin a tire with heat will make the process faster, and will decrease the time of rolling. @ 100 degrees the tire will punch 8-12 duro. softer than designated Duro. reading.

EX: A tire @ 100 degrees will durometer 45 and @ 70 degrees it will be 52-56 Durometer.

This will be the same from Winter to Summer Racing. The outside Temps will determine how much you treat the tires.

*****When using heat your tires may swell and affect the Stagger.*****

This is just a Guide and for your application may be a little different. I would bet that you will be more on the aggressive side of the prepping. As I have said before, use what you like using, there are so many preps out there that anybody would get confused. Use what will work for your application and always keep it consistent. Hope this helps and I am available anytime @ 864-322-0504 ext:22

Thanks, ULTRAMAX RACING CHASSIS