



LIQUID SPEED TIRE PREP USER GUIDE

LS4

External prep for wet, low bite tracks. Also used in extreme dry slick, sealed over situations when a “wet” tire is required. LS4 is a softener, unlike any of the other chemicals in the Liquid Speed line, and once it is used on a known tire, that tire will only be able to be used in that specific situation. LS4 will soften dramatically on all brands of tires, but the tire will only stay soft if it is constantly being wiped on, whether weekly at the track or during the week. The tire will harden back up over time, but the bite from LS4 will stay with the tire for its entire course. Weekly use - It is not recommended to use LS4 weekly on any compound Burris tire. LS4 is to be used during the week when preparing a Maxxis, or Vega, for extreme wet, low bite situations. Expect a 5 to 25 point durometer drop depending on the amount used. LS4 can be wiped to achieve a desired durometer reading, or pan rolled for extreme, quick, softening. Wiping LS4 is more controllable, with about a 3 to 5 point drop with only a few coats. When pan rolling LS4, expect roughly a 10 point drop for every 30 minutes rolled, at room temperature. Adding heat (around 100 degrees) will speed up the soaking process, and add a much more aggressive surface grip to the tires once dried. If the LS4 is becoming too aggressive for a weekly wipe, or softening is no longer needed, switch to LS1, or let them sit untouched. LS4 can also be mixed with LS2 for a weekly wipe with a good starting point being 20% LS4, 80% LS2. Heat is recommended when pan rolling LS4 trackside in extreme wet situations caused by rain, or an over saturation of water and calcium. Trackside use - LS4 can be used straight as long as there is deep moisture in the track surface, and no dust or “film” is present. LS4 can also be used straight, and can be applied very heavy right before qualifying, or racing on extreme hard slick tracks, caused by limited moisture and an extremely hard, “sealed” track surface. For faster dry time, LS4 can be mixed in a 50/50 ratio with TS1, or Speedy 500. If a known track stays wet, but becomes “filmy” over the course of the race night, mix LS4 UP TO 50% with TS2 but this mix will require some dry time. Another mix for a wet, but “filmy” track surface is 1/3 LS4, 1/3 TS1, 1/3 TS2. This mix dries well and offers excellent surface grip.

LSi

Internal prep specifically designed for Maxxis HT-3 tires. LSi can also be used on the inside of Vegas in lower bite situations. Internal use - for every 10 cc used, expect a 1 point drop in durometer. LSi is used in the range of 50 cc up to 125 cc. A good starting point for summer time racing is between 50 and 75 cc in a right side (9.00) Maxxis. Use approximately 30% (or 25 cc) less in the left side tires (4.50 and 6.00). For Spring and Fall racing, use between 100 and 125 cc in a right side Maxxis. Suggested roll time - 12 hours at room temperature (around 70 degrees). Suggested cure time - anywhere from 1 day to 1 month. Cure time is dependent on weather, and track surface grip. On a lower bite track, caused by either cool and cloudy weather or a track surface that is slightly dry slick, a 1 - 3 day cure time is recommended, and in extreme situations, internal prepping at the track is also an option (with heat). For a good biting track surface, or summer time racing, a 2 week up to 1 month of cure time is recommended. For Vegas, in very low bite situations where a durometer reading of 40 and below is needed, a good starting point is 75 cc in the right side tires (8.00) and 50 cc in the left side tires (4.50 and 6.00). Up to 4 ounces (120 cc) can be used in a right side Vega.

TS1

(Trackside 1) - External prep for dry, hot, and dry slick tracks. A fast drying, very light prep used for “firing” tires on good biting tracks. Weekly use - it is not advised to use TS1 during the week. Trackside use - TS1 works best during the day on a good biting, slightly dry slick track caused by higher kart counts and sunny, warm weather. Expect no durometer drop, no matter how much is used. For a day race that runs into evening or night, or a track surface that loses grip due to lack of sunlight, mix TS2 UP TO 50% with TS2. A good starting point is 80% TS1, 20% TS2. If more bite is needed, increase the amount of TS2. TS1 also works great as a drying aid for all other LS preps.

TS2

(Trackside 2) - External prep for dry, medium bite tracks. This is an extreme bite builder, used for creating bite when used alone, with little to no durometer drop. TS2 can be mixed with any other LS preps to create more bite in that particular prep, mainly used track side. Weekly use - although it is not highly recommended to use TS2 weekly, there are situations where it can be helpful, mainly on very low bite dry slick tracks, or a track that is somewhat tacky but continues to blow off a “film.” Expect a slight durometer drop when TS2 is used straight during the week, roughly between 2-4 points, depending on the number of coats applied. A good starting point is between 1 and 4 coats. If tires start feeling “greasy”, stop wiping and let them sit untouched. The greasiness will turn into surface bite. Trackside use - It is uncommon to use TS2 straight trackside, due to its slow drying, greasier nature. If time allows, and heat (around 100 degrees) is used, it is possible to build an extreme amount of surface bite trackside, when used straight. It is recommended to mix TS2 with any other LS prep when more bite is demanded from that certain prep, UP TO 50%. Most commonly TS2 is mixed with TS1 in a 50/50 ratio.

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pmckart.com | 716.735.3500

