



AR970S – Technical Information & Break In Procedure

Technical Data

SKU	Tire Size	Tread Width	Section Width	Diameter	Target Circ.	Rim Width	Weight
JA6XD	26.5/8.0-15	9.0"	11.2"	26.3"	82.5"	8.0"	19.92lbs
JA6X4	27.0/8.0-15	9.0"	11.2"	26.9"	84.5"	8.0"	20.22lbs

Factory Sizing Procedure

Both 26.5 & 27.0 tires are inflated to 30PSI and then dropped back to 20PSI for chalk mark measurement. 2 tires with the same chalk marks should give you 1" of stagger if you increase the air pressure to 30PSI on one of the tires.

Scuff Procedure

As with any bias ply racing tire it is a good idea to scuff (break in) new tires before competition. The reason is that racing tire compounds need a slight heat cycle to condition the tire for maximum performance and longevity. Here are the steps to follow if you are able to scuff your tires before racing.

- 1) Run 6-8 laps at no greater than $\frac{3}{4}$ speed
- 2) Let tire completely cool down. We highly recommend scuffing the tires before race day if possible.
- 3) DO NOT drive at top speed during the scuff session. This will cause the tire to fall off or give up prematurely.

Recommended Air Pressures

Base Starting COLD Air Pressures should be Left Side @ 15PSI & Right Side @ 25PSI. These pressures are recommended to maintain carcass integrity.

Size Selection

A good rule of thumb for size selection for the AR970S is that 2" of split on the chalk marks will give you 3" of stagger on the track. Based on 10lb PSI difference from left to right. For WESCAR cars using 10" wheels, the tires will be smaller than the chalk marks when mounted. We noticed the Rights about an inch smaller and the Lefts about a $\frac{1}{4}$ to a $\frac{1}{2}$ inch smaller. We like to use the standard of 20PSI for Lefts & 30PSI for Rights when measuring tires AFTER MOUNTING.

Camber/Tire Temperatures

The AR970S has a broad performance window when it comes to tire temperatures. Monitoring the temperatures will assist you to insure proper handling of your race car. Tire temps will also be the guide to proper camber for your car. 25 degrees Fahrenheit or less across the face of the tire should indicate an acceptable amount of camber. Operating within that window will insure optimum tire performance and longevity.