LIQUID SPEED TIRE PREP USER GUIDE

LS1

Internal and external prep for dry, hot, high bite tracks. LS1 can be used both internally and externally on all brands of tires. For internal use - LS1 is mainly used on natural rubber style tires (i.e. Burris and Vega.) Each ounce, or 30 cc, will drop the durometer roughly 1-2 points. The amount used will be dependent on temperature and track surface grip, and anywhere from 1 to 3 ounces is a normal range. Suggested roll time - 24 hours with a suggested cure time of 3-4 days. For weekly external use - LS1 works on all brands of tires and you can expect no durometer drop, no matter how much is wiped. LS1 is a great weekly bite builder that won't drop your durometer reading, but will build bite and also will create a longer lasting (deeper) style bite. Generally speaking, there are no certain amount of wipes that we suggest weekly, anywhere from 1 coat, and up to 10 coats is not uncommon, this obviously depends on temperature, and track surface grip. Trackside use - LS1 can also be used trackside as well, but is not our first "go to" prep. Use LS1 trackside for a decent biting, dry slick track. When using LS1, especially on dry slick surfaces, be sure to have a cure time of at least 15-20 minutes. Not giving the tire enough cure time at the track will cause a "chemical slide," and more than likely cause the tire to give up.

LS2

External prep for dry, medium to high bite tracks. LS2 is used externally on all brands of tires. Weekly use - Unlike the LS1, LS2 will build more bite, but will also soften to a certain extent. Depending on the number of coats applied, expect a 2-6 point drop. On average, between 1 to 6 coats applied weekly, depending on weather and track surface grip. Cure time will also be dependent on track surface grip. For a higher bite surface, roughly a 3 day cure time is recommended while for lower bite surfaces, a 1 day cure time is sufficient. Pan rolling is also an option, although not recommended. Pan rolling will provide a much different result over wiping. A pan rolled tire will have more chemical volume, depending on time rolled, but will lack the surface grip a wiped tire provides. Trackside use - LS2 works best on medium bite style tracks, which is caused by limited sunlight and cooler temperatures, or a slightly tacky, glazy, nighttime surface. For quicker drying time, when used on higher bite surfaces, mix LS2 in a 50/50 ratio with TS1. If MORE BITE is needed, mix LS2 with TS2 UP TO 50%. A good starting point is 80% LS2, 20% TS2. Heat (around 100 degrees) can also be used to accelerate dry time and will also create a deeper, more aggressive bite. It is highly recommended that the tires be completely dry before racing.

LS3

Internal and external prep for cold, dry, lower to medium bite tracks. LS3 has the same bite building characteristics as LS2, but is designed to be used in cold weather, lower bite situations. LS3 works exceptionally well on indoor dirt tracks, or outdoor clay tracks with a high sand content. Internal use - LS3 works well internally, but as we learn more and continue testing, we feel like the LSi is a better option, mainly for Maxxis in all situations, and Vegas in low bite situations. Weekly external use - LS3, for many years, has always been our "go to" prep when preparing tires for indoor dirt, or low bite situations and winter time racing. As stated before, LS3 has the same bite building characteristics as LS2, but will act more aggressive on the tire due to its unique chemical makeup. Expect a 2-10 point durometer drop depending on how much is used. On average, between 1, up to 10 coats can be wiped weekly, depending on track surface grip with a 1 day cure time being sufficient. Pan rolling is not recommended for LS3. Trackside use - LS3 works best on slightly tacky to drier, lower to medium bite style tracks, usually caused by cold temperatures with a lack of sunlight; or on a track that is "calcium slick" due to over saturation in colder, cloudy weather. For quicker drying time mix UP TO 50% with Speedy 500. For more bite, mix UP TO 50% with TS2, although this mix will require heat (around 100 degrees) to be absorbed in a timely manner, and to create the surface bite needed. Suggested starting point is 80% LS3, 20% TS2. This mix works well when the track surface is more on the tackier side (slightly sealed, glazed looking), but not overly wet. If the track is greasy due to being calcium slick, or is not drying out, it is recommended to mix LS3 with LS4 in a 50/50 ratio. This mix will be a softener style prep, and the tire used will then be designated for that purpose only.

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pmckart.com | 716.735.3500
PERFORMANCE Manufacturing Corporation