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WCSLMCS/Super Late Model Classes
American Racer EC-84 - Technical Information & Break-In Procedure

Technical Data

Size	Tread Width	Section Width	Diam	Target Circ	Rim Width	Weight (lbs)
26.5/10.0-15	10.5	12.9	26.5	83.5	10.0	23.14
27.0/10.0-15	10.5	13.0	27.0	85.0	10.0	23.64

Factory Sizing Procedure

Size	Rim Width	Inflated to: (psi)	Measured at: (psi)
26.5/10.0-15	10.0	40	25
27.0/10.0-15	10.0	40	25

Scuff Procedure

As with any bias ply racing tire, it is a good idea to scuff (break- in) new tires before use in competition. The reason is that racing compounds need a slight heat cycle to condition the tire for maximum performance and longevity. Often it is not possible to scuff a tire before racing, but if possible, you should follow these steps. Similar to other brands, you should run 6-8 laps at no greater than ¾ speed, then let the tire completely cool down. This will bring the tire up to the lower end of operating temperature, but not too hot. DO NOT DRIVE AT TOP SPEED DURING THE SCUFF SESSION. This will cause the tire to "give up" or "fall off" prematurely.

Recommended Air Pressures

Based on your track, it is recommended that minimum COLD inflation pressure be:
Left Side @ 15 psi
Right Side @ 25 psi
These pressures are recommended to ensure carcass integrity. Many will attempt to run at lower pressures and may be OK based on their set-up, but others may have poor results. Pressure gains of 6-10 psi on the right sides and 4-6 psi on the left sides are expected.

Camber/Tire Temperature

This tire may be more forgiving with camber than a stiffer carcass tire you may be familiar with. The EC-84 has a broad performance window in this regard. Tire temperatures will be your guide to the proper camber for your car. 25 degrees F or less across the face of the tire should indicate an acceptable amount of camber.

Note: These tires are DIRECTIONAL, Please make sure they are mounted properly.