



Tire Balancing Tips

Compliments of; <http://www.burrising.com/>

Balancing your tires is important no matter what type of surface you race on!

Tires that are out of balance can greatly affect handling because as they rotate, the down force (load) on that tire increases and decreases every revolution. As the RPM of the tire picks up the frequency of the loading/unloading increases to a point where the tire skips across the racing surface instead of rolling smoothly.

Before you even start, there is one item that you must have before you can go any farther!

That being a [Wheel Balancer](#). The balancer is necessary to do a visual check on wheel runout and to balance your tires. (While you're at it you should take the time to occasionally check your rear axle for run out. This and bent wheels are one of the biggest reasons for tire runout on the kart!)

To start the balancing process mount the tire on the balancer and let it roll to a stop. (You can speed up the process by slowing down the rotation each time the tire rotates past center until the heavy spot is found)

Once the heavy spot is determined, mark a spot on the tire 180 degrees from it.

Estimate how much weight (stick on type) you think it will require to bring it back in balance and using a little duct tape, (don't remove the adhesive strip yet.) tape them in place.

Rotate the tire until the weight is at three (or nine) o'clock and observe which direction it wants to rotate. If the weight wants to rotate back to 12 o'clock then you need to add more weight and of course if it wants to rotate to 6 o'clock you'll need to take some off. Do this until you can rotate the tire/wheel assembly to three or nine o'clock and let it go and there is little or no movement. After you determine the amount of weight it will take peel off the adhesive strip and permanently attach the weights to the wheel. Balancing your tires is a must and only takes a few minutes once you get the hang of it.

Now you are ready for the race track, but there is one more thing you must do before you can expect your tires to perform at their optimum.

They need to be scuffed in! We've heard way too many stories about how someone went out on a new set of tires and the kart was all over the place and came in and put their old tires on and picked right back up.

Well, 99% of the time the cause was that the tires didn't get scuffed in properly. This is very important, especially on the softer SS11, SS22 and SS33 compounds that normally run on slick, wet, non abrasive surfaces, as it allows the thin protective secondary skin on the tread to wear away and expose the primary rubber. Other than going out on the track and running laps to run the tires in, there are several methods you can use to accomplish this. The two most common ways are to find a safe, flat concrete or asphalt area and just run the kart in a tight circle until the tires seat in or use a disk grinder, or sanding block and lightly grind/sand and rough up the tread of the tire. (Cutting a tire substitutes for the grinding or scuffing process so that's why you've probably heard that "cuts" are faster than "stickers". With proper set up there should be little or no need for "cut" tires.)

Now with all that done you are Finally Ready To Get Out On The Track
And get your Kart Dialed in for the "Big Race"! Good Luck.

If you have any questions about Tires and/or Wheels,
You may e-mail us at, Sales@LarsenRacing.com.

THANK YOU FOR CHOOSING LARSEN RACING!

"We appreciate your business and will do our best to give you Prompt, Efficient, Service."

© Copyright 2008 Larsen Racing