



Tire Tractionizer

Be careful that you do not allow body parts, loose clothing (eg. scarf) or tools to get caught in the SActionizer during operation as serious injury or death may result!!! It is strongly recommended that a cordoned off clear work area is established with only the driver and the SActionizer operator allowed in that area. Always wear gloves!

Suggested Method/Tips:

Setup

- jack up the drive wheel end of the vehicle
- set the SActionizer under the drive wheel that has the tire to be tractionized mounted on it oriented as pictured...
- place an axle stand under the opposite side to the SActionizer in order to keep the other drive wheel off the ground. If open diff place old wheel rim under drive wheel that does not have SActionizer under it.
- be sure that the SActionizer is resting on solid ground. Remember, you will be putting the full weight of the drive wheel's load on the SActionizer. If you are doing this on a concrete floor or asphalt try placing a rubber mat or piece of plywood under the SActionizer first.
- **Very carefully and slowly lower the car onto the SActionizer and the axle stand!!!** The nails in the SActionizer drum can be **damaged** by dropping the weight of the car onto the drum. Do not allow the drive wheel to spin while lowering onto the drums and if front wheel drive do not turn the steering wheel once the full weight is resting on the drums as this will also **damage** the nails !!! Keep an eye on the axle stand position relative to it's intended support point and the SActionizer position relative to the wheel's during the procedure of lowering the car as both the axle stand and the SActionizer may have to be relocated as the car is lowered to ensure proper final positioning.
- **before** tire contact is made with the roller nails make sure that the direction of travel of the tire to be tractionized is aligned parallel to the direction of rotation of the spiked steel rollers. Failure to ensure and maintain this attitude before and during tractionizing will result in the wheel —tracking" to the left or right and potentially running off of the SActionizer thereby possibly damaging the SActionizer, vehicle, other equipment etc. and/ or causing injury to the operator. Do not turn the steering wheel on front wheel drive cars with the tire resting on the nails and without the tire rotating as bending of the nails will result. It is ok to adjust alignment slightly while the tire is rotating in the SActionizer.





OPERATION

- once the full drive end weight of the car is supported by the axle stand and the SActionizer, do a short test. **Gently** supply power for a brief moment to the drive wheel while checking that alignment and tracking is remaining true.
- it is recommended that the tire surface be kept cool during the tractionizing process in order stop "melting" of the rubber compound. This is best accomplished with a small spray of water aimed at the leading tread face of the tire. If water is not an option and there is snow you can use snow . Be careful if shoveling the snow that you **do not** scoop up stones and debris with the snow and throw that into the SActionizer! This will definitely damage/bend the nails. Ensure that the tire tread has **no debris/stones** in it before tractionizing.
- Start in **2nd or 3rd gear** and **do not shift** to other gears while drive wheel is on the SActionizer. Apply power to the drive wheel **gently** and **slowly** bring the speed up to and maintain at approximately 30-50 km/h.

*** **Do Not Exceed 60km/h !!!** ***

Exceeding 60kmh may result in damage to the SActionizer and/ or injury to the operator. **Rapid acceleration** of the drive wheel will cause bending of the nails. **Do not** apply brakes, simply clutch in or shift to neutral and allow wheel to stop on it's own

- Tractionizing time varies depending on many factors like tread compound composition, density of tread sipes, tread block spacing, temperature, wheel speed etc. You may experiment with the times, but for beginners it is recommended that you check regularly on the effect that the SActionizer is having. This should be done no later than the one minute mark and then adjusted thereafter as per experience. Total tractionizing time varies on the desired effect but for ice racing it was nearing an average of 1-2 minutes per tire. "You can always tractionize more but never less"

THERE IS THE POTENTIAL FOR HAZARD IF THIS EQUIPMENT IS MISUSED!!! PLEASE EXERCISE EXTREME CAUTION AND JUDGEMENT

- Please read attached Release of Liability and Waiver -

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