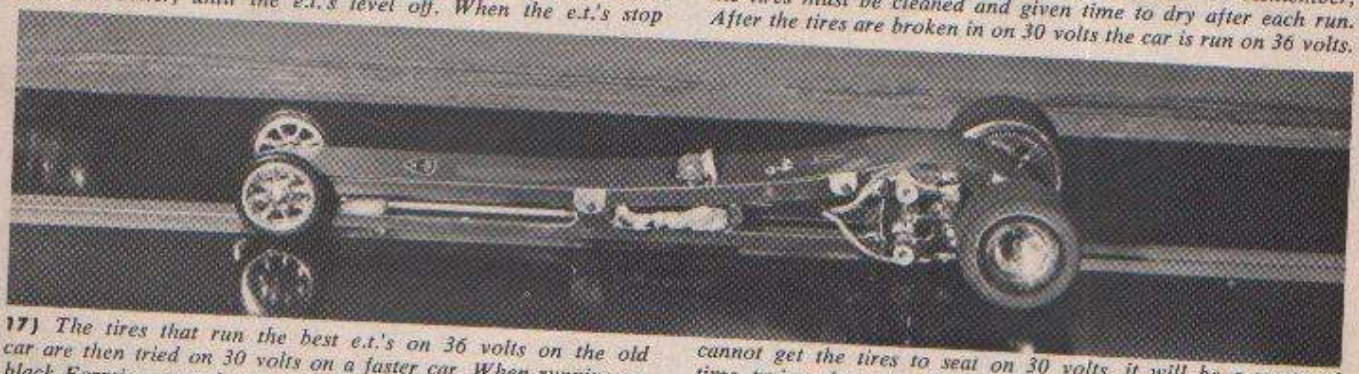
15) *Install the tires according to the way the wheels are marked, right hand tires go on the right side and do same on the left side. Make sure they are always installed this way. Next use a cleaning cloth and Energine spot remover to clean the tires. Although the tires are new you'll notice a lot of loose rubber coming off on the white cloth, but the cloth stays cleaner each run.*

16) *I generally use an old car to break the tires in. It's also necessary to clean the track after each run. I make the first run on 24 volts and I note the e.t. Each run after that will be a little bit better, until the e.t.'s level off. When the e.t.'s stop dropping, I then run the car on 30 volts. It usually takes about four runs on each voltage to break the tires in. Remember, the tires must be cleaned and given time to dry after each run. After the tires are broken in on 30 volts the car is run on 36 volts.*



17) *The tires that run the best e.t.'s on 36 volts on the old car are then tried on 30 volts on a faster car. When running on black Formica, you should look down the strip to check for tire marks. If there are marks the tires are breaking loose. If you cannot get the tires to seat on 30 volts, it will be a waste of time trying them on 36 volts because they will spin just that much harder, and you'll probably end up going slower on 36 volts than you did on 30 volts. Keep trying until you get the right set.*

18) *If you still have trouble with the tires breaking loose, try changing your gear ratio. If you were running a 3.1:1 ratio then try a 2.8:1 ratio. If this helps your e.t. then try a 2.6:1 ratio, you shouldn't have to go much lower. The best ratio will be the one where the tires just about break loose. Sometimes installing a stiffer brush spring will also slow down starting line spin.*

19) *At the moment, tires are the biggest problem encountered in running fuel and unlimited classes, but it still takes a perfect balance of power, weight and traction to turn those low e.t.'s. As an example, my fueler holds the 1&1 record at 0.988 whereas, the unlimited class record is only 1.01 seconds. But I set the unlimited class record on 30 volts at 1.01 seconds which is .04 of a second quicker than the fueler runs on 30 volts. Yet, when I run the unlimited class car on 36 volts it goes slower because the increase in power is more than the amount of traction that is available from the tires. It lights the tires up all the way through the ¼ mile and sometimes will blow a tire. A car is only capable of going as fast as its tires will go. It takes a combination of POWER (track voltage, amperage as well as horsepower), WEIGHT (car total weight and nose weight), and TRACTION (meaning the tires and the track).*