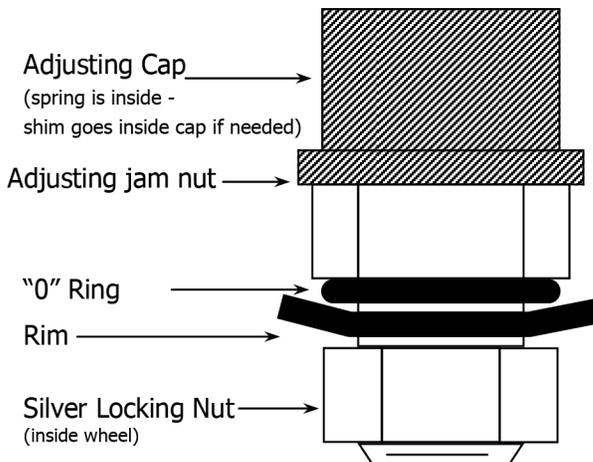


TIRELIEF™ KIT INSTRUCTIONS



Method #1: Install TIRELIEFS in the rim by drilling and tapping a 1/8" NPT pipe thread hole near the valve stem (they will not affect tire balance). They should be mounted radially, that is at a 90° angle to the axle centerline. Keep a small amount of pressure in the tire to blow out the chips when drilling and tapping. Use silicone sealer on the threads and tighten the TIRELIEF in place. (DON'T over tighten.) The "O" ring may be used for extra seal and the silver locking nut may also be used.

Method #2: If the rim is too thin to thread, drill an 11/32" hole and use the silver locking nut on the inside of the wheel to hold the TIRELIEF in place. TIRELIEFS are adjusted by loosening the thin knurled jam nut and screwing the cap down to raise the set pressure or backing off to lower pressure. Then retighten the jam nut. (DON'T over tighten.) To set TIRELIEFS put the pressure you want plus 2 psi in the tire. Slowly back off the cap until you just start to hear air coming out of the TIRELIEF.

Tighten the jam nut and add more air to the tire until it is coming out of the TIRELIEF faster. Let it bleed down for 5 minutes and check the pressure. If it is not correct, loosen the jam nut, turn the cap slightly, down for higher, back off for lower pressure. Tighten the jam nut, add more air pressure and let it bleed down as before. After you have done this once or twice it will go very quickly.

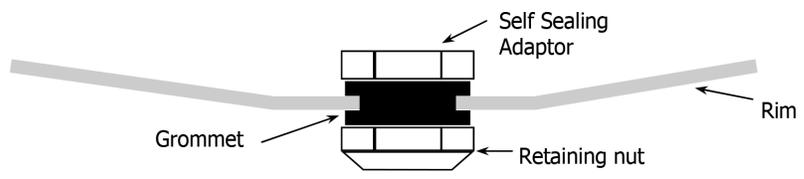
At the track the first time check the settings frequently and readjust as necessary. After the first race they should not change. If you want more than 30 psi use one of the small aluminum shims inside the adjusting cap to raise the pressure range slightly. Use the extra springs to change the adjustment range to 3 - 15 psi. To lock the TIRELIEF shut (for example to stretch the tire for stagger) screw a 10-32 machine screw into the hole in the cap until it just touches the poppet inside. DON'T over tighten. Don't allow dirt or mud to pack up around the TIRELIEF. Some could get inside and cause it to leak.

INSTRUCTIONS FOR 52-50290 TIRELIEF SETTING TOOL

The tool works by connecting to your compressed air line. This method gives more accurate readings of the setting than by using a hand pump type model.

1. Install one of your air system quick disconnect adaptors by the button valve. Connect to your air line.
2. To test, screw a TIRELIEF into the end of the tool. The "O" ring must be used. Hand tight is fine.
3. Push the button valve. The pressure will rise slowly until the TIRELIEF begins to bleed off. Release the button and the pressure will drop to the setting of the TIRELIEF. Adjust and retest if needed.

NOTE: **DO NOT** allow the pressure to rise above the maximum on the gauge. **DO NOT** remove the air flow.



- Install Self Sealing Valve in a clean 5/8" hole in the rim retaining nut.
- Install grommet so that it is half inside wheel and half outside.
- Twist valve into grommet as shown and tighten nut inside rim.
- Install TIRELIEF with "O" ring - Don't over tighten valve.

Use the low pressure springs to convert TIRELIEFS to 3 - 15 psi pressure range. Simply loosen the thin jam nut, unscrew the cap and replace the spring. Reassemble, and adjust.

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