

BREAK 'EM IN, NOT UP



Pamper those pads, pal, and your tracks will carry you a lot farther—



and come up looking unshredded when inspection time rolls around.



New tracks should be broken in by the numbers when you first put 'em on your tank—because when coming from storage, pads are likely to be brittle.



Rubber loses its bounce when it's been stored for long.



But, with a proper break-in period, it'll get it back like a runner catching his second wind. Soon after you put the new tracks on, head for a smooth secondary road, or a paved one...

AND WHEEL ALONG AT—



That should put the bounce back into 'em. Avoid driving faster than 20 MPH if the temperature is higher than 85° F. The pads'll heat up to a point where they'll start cracking, chunking or blowing out.

Pivoting on rough roads or rocky ground cuts pads, and may squeeze 'em loose. Try to avoid it.

If operating on crowned- or hard-surfaced roads, the tracks' outside edges will wear down faster than the inside. When this happens trade tracks from one side to the other to even up wear. It's good for the end connectors and center guides, too.

