



Light Truck Cable Chain Installation and Removal Instructions



The Radial Chain LT is the light truck version of the first brand name in winter traction products. Please read and follow the installation and usage tips shown here. A few moments spent familiarizing yourself with this product's features will yield many additional hours of safe and trouble-free winter driving.

- * This product is intended for use on snow and ice covered roads. As such, they are legal in every state and province in North America, including those where studded tires are prohibited.
- * Refer to page four of this booklet for important information regarding the use of this product.



**NEVER USE CHAIN TIGHTENERS
ON THIS PRODUCT**

A properly installed chain:

Important: We strongly recommend that the chains be fitted to the tire prior to actual use to insure proper fit. Tire sizes may vary because of age, manufacturer, tread or type. Please ensure that the following points are correct when installing your chains.

1. The chain should drape at least 2 inches over each side of the tire from the edge of the tread toward the rim.
2. Excess side cable should be clamped into the hold-down clips.
3. The gap between the first and last cross member should be no more than 10 inches.
4. Fastener adjustment should be about the same on both sides.
5. The chains should be tightened as snug as possible without using chain tighteners. Smooth portion of side cable hooks should be against tire.

Snow tires or all-season tires with aggressive lugs:

Install chains hand tight and then loosen each side cable by one bushing. Chains should slowly rotate around the tire during normal operation for optimum performance. When chains are installed on snow tires or certain types of all-season tires too tightly, they are prevented from rotating.

Covered by one or more of the following patents: U.S. Patent Nos. 3,752,204; 4,155,389; Canadian Patent No. 953,194; foreign patents pending.

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Installation



Park vehicle on firm level ground and turn off the engine. On front wheel drive cars, turn the steering wheel for easier access of the inside connection. Chains should be mounted on the “drive tires”. Unroll the chain on the ground next to the tire. Position the cable so the end hooks are toward the front of the vehicle.



Drape cable chain over the tire so that the smooth side of the cross member hook is against the tire. The cross member nearest the end hook should touch the ground.



At the inner sidewall, make the connection on the inside of the tire by pushing the cable with end bushings behind the tire and toward the front of the vehicle.

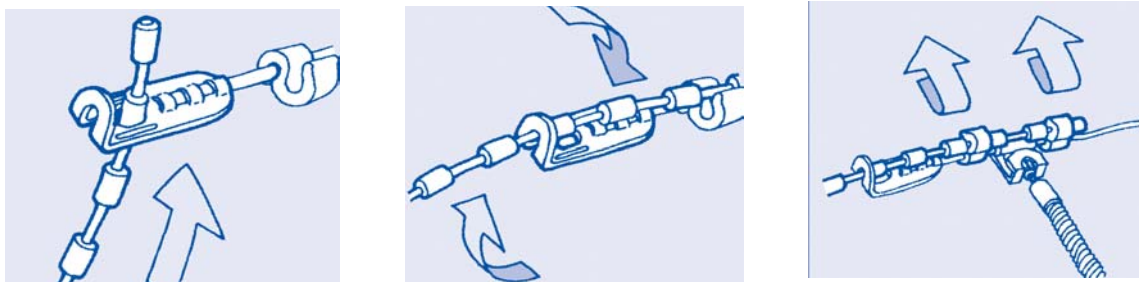


On the outside of the tire, thread the cable with bushings through the end hook for initial mounting. Grasp the outside side cable with both hands and pull it towards you. This will create as much slack as possible. Then make the outside connection in the same manner as the inside.



Drive the vehicle one car length forward. Firmly tighten all connections. Use the clip on the side cable to secure the excess cable end. Note: the inside and outside connection should not differ by more than one metal bushing. See the close-up on the following page for a detailed look at this connection.

Close-Up of outside fastening system



Removal

Drive vehicle off highway to safe level ground. Turn off engine and set emergency brake. Stop where the side cable fasteners are easily accessible (about 5 o'clock position). Release the outside excess side cable from the retaining clips. Unhook the side cable through the endhook by creating slack in the cable before pushing cable through endhook. Repeat this procedure on inside fastener. Lay chains on the ground and drive off. Inspect chains for damaged or worn parts. Clean and spray with all-purpose lubricant. Roll chains up together and place in package.

One Year Limited Warranty

This product is warranted free from defect in workmanship and material for one year from the date of delivery to the user. Defective product may be returned to the manufacturer, freight prepaid, within 10 days of alleged defect. Inspection will be made to determine cause of failure. Chain determined to be defective will be repaired or replaced. Buyer shall not be entitled to recover any incidental or consequential damages. No compensation will be made for any labor claim, delays or damages incurred by using this product. Although this warranty gives you specific rights, you may have other legal rights which differ from state to state. For more information, please write to:

Security Chain Co.
 Customer Service Dept.
 P.O. Box 949
 Clackamas, OR 97015-0949



Speeds over 30 mph, improper fit or improper installation voids this warranty.

⚠ CAUTION: All winter traction products will wear out with extended use. They can also break due to misfit, misapplication or misuse. If this should occur, stop immediately and remove the chain. If these cautions are ignored, Security Chain Co., and its distributors are not responsible for injury or vehicle damage.

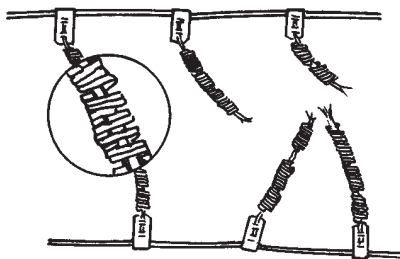
For maximum chain life

- * Avoid speeds over 30 mph and use on bare pavement. Traction coils on cross members will fragment and cause cross members to break. Damage could occur to chains, tires and vehicles.
- * Never use chain tighteners on this product. The chains could be pulled off center causing premature wear to the chains and/or damage to the vehicle.
- * Chains should be tightened periodically during extended use.
- * Avoid spinning tires: start slowly, even on uphill conditions.
- * Avoid locking brakes: the best braking technique is a pumping action.
- * If a cross member should break, stop & remove or replace it immediately.
- * After use, clean and spray with an all-purpose lubricant.

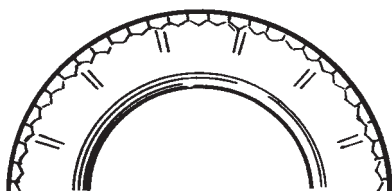
Examples of damage that can occur



Typical cross member with 3 traction coils on each side free of wear and abrasion. Traction coils are still round and can rotate. All other coils made contact with the road indicating normal use and wear



[A] Fragmented traction coils - Traction coils in middle of cross members begin to fragment due to speeds over 30 mph and/or excessive bare pavement driving.



[B] As traction coils fall away from the cross cable, road contact with the cross cable will eventually cause breakage.

Tire sidewall damage can result from driving at speeds above 30 mph. Chain becomes stationary on the tire and is not permitted to slowly rotate. Another cause could be installing the chain upside down; the metal tabs will dig into the tire.