



Tire Groover With Blades

BLADE INSERTION - Loosen the lever. The position of the lever may be adjusted by pushing the lever in and rotating it. Insert the blade between the spacers at a position that is roughly centered in the head. Blade depth can be accurately set by using a tire depth gauge. Avoid inserting the blade legs next to the thick black center spacer. If it is necessary to do this in order to cut a narrower groove, the center spacer may have to be replaced periodically. Tighten the lever firmly. Do not over tighten.

POWER LEVELS – Rubber durometer, blade size, depth of cut, and speed of cut are all variables that will affect your power level selection. Power level 4 is the least commonly used setting. Always cut at the lowest possible power level. Avoid smoke as this shortens blade life. A sharp blade will allow you to cut easier, faster, and with less heat. A dull or damaged blade should be replaced. **IMPORTANT:** For optimum performance and longevity of the ALL10270, use only ALLSTAR replacement blades.

GROOVING – Place the cutting edge of the blade against the rubber. The ALL10270 will automatically activate when the operator applies cutting pressure. Allow the front slide pads to position the tool at the proper cutting angle. Most tire grooving is done with only the two front slide pads riding on the tire surface. The rear slide pad is only useful when cutting across soft tires, such as some racing tires, where the give of the tire may allow the rubber to contact the rear slide pad. The most common way to cut a zig zag groove is by an off and on action at the intersections. However, at low power settings, these same cuts can be made with a continuous action by maintaining cutting pressure through the intersections.

CLEANING AND TOOL MAINTENANCE

For optimum performance, the head should be cleaned daily or more often under heavy use. Remove the blade and with the lever loosened, spray the spacers with a solvent such as a carburetor cleaner. Use compressed air to dry the spacers and to blow any loosened dirt from the head. At least weekly, spray the spacer area with solvent and use a pipe cleaner to clean between the spacers. The head is designed to be easily removed for cleaning, rebuilding, or replacement if necessary ALL99105. Replacement parts and complete head units can be ordered from ALLSTAR PERFORMANCE.

TO REMOVE HEAD UNIT – Unplug the ALL10270. Remove the two brass screws located on top of the head. Turn the tool over and use a hex wrench to remove the two socket screws holding the head unit in place. Slide head away from the tool.

SLIDE PADS – The two white slide pads attached to the front of the head ALL99106 will wear and need to be replaced periodically. The rear slide pad ALL99107 will rarely if ever need to be replaced. Contact your distributor or ALLSTAR PERFORMANCE for replacement pads.

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