

SUPER Z™

Heavy Duty Cable Chain (Singles) Installation and Removal Instructions



SUPER Z is one of the most popular winter traction products available today. 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 hours of safe and trouble-free winter driving.

- * This product is intended for use on snow and ice covered roads. As such, it is 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.

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 cable chain should drape at least 2 inches over each side of the tire from the edge of the tread.
2. The round hook connector should be on the inside of the tire; flat hook connector should be on the outside of the tire. Smooth portion of connectors and cross member hooks should be against tire. (Marked "TIRE SIDE".)
3. At the outer end fastener, the end hook should be connected to the second lug from the end of the side cable (if fitment allows). The first or end lug is primarily intended to help during installation.
4. At least two rubber tensioners should be installed on each chain and hooked into each of the seven side cable tightener hooks.
5. All rubber tighteners should be "seated" down into the side cable tightener hooks on the side cable.

Covered by one or more of the following patents: U.S. Patent Nos. 4,366,850; 5,056,574; Canadian Patent No. 1,170,154; Chinese Patent No. 15831; and Taiwanese Patent no. 53400. U.S. and foreign patents pending.

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Installation



Park vehicle on firm level ground, away from traffic and turn off the engine. Drape chain over the tire. Make sure that the smooth side (TIRE SIDE) of the cross member hooks is against the tire sidewall. The tightener hooks on the side cable must be on the outside of the tire (the side towards you).



Roll onto the chain by moving the vehicle two or three feet (60-100 cm). Which is the equivalent to 1/4 of a tire revolution.



At the inner sidewall, connect the inner end fastener (the "split" in the outside cable can be opened to provide more space for connecting the inside fastener).



At the top of the outside cable, take the bushing end of the outside split side cable and thread it through the keyhole fastener. Grasp the outside cable with both hands and pull it toward you to create as much slack as possible. Then connect the bottom fastener. See the close-up on the following page for a detailed look at this connection.



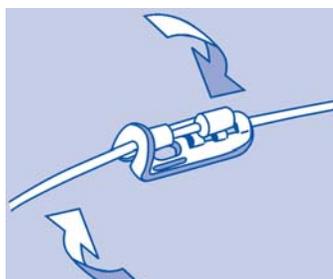
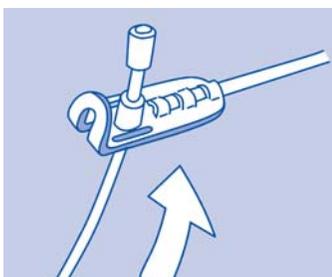
Install the rubber tensioner, always stretching the tensioner from one hook to the one farthest from it (use the included lever tool to make this installation easier).

Installation



6 Use at least two rubber tensioners per chain and make sure that the tensioners are seated in all hooks. The vehicle may be driven with no further adjustment.

Close-Up of outside fastening system



Removal

Drive vehicle off highway to safe level ground. Turn off the engine. Remove the rubber tensioners from the side cable. Open the outside and inside end fasteners. Lay the chain on the ground and drive off the chain, **taking care not to drive over tensioner hooks**. Examine chains for damage or worn parts. Place pair together and put back into the package, on hang on “chain hangers”.

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. Care should be taken when using this product on wheels that protrude outward beyond the sidewall of the tire. On vehicles with protruding alloy wheels, other traction products that do not use a rubber tensioner (such as SCC's ladder-style cable products) should be used. If these cautions are ignored, Security Chain Co., and it's distributors are not responsible for injury or vehicle damage.

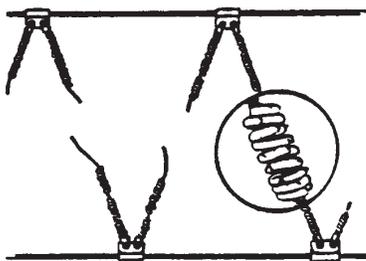
For maximum chain life

- * 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.
- * Insure rubber tensioners are used at all times.
- * Avoid spinning tires: start slowly, even in 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

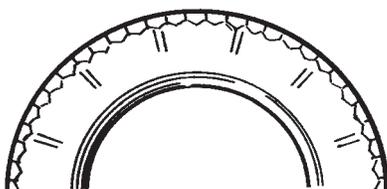


Typical cross member with 3 traction coils on each side free of wear and abrasion. Traction coils are still round and can rotate. All other coils made contact with the road indicating normal use and wear



[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, the 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.