

ALLOY RADIAL CHAIN



Heavy Duty Cable Chain (Singles) "TA" Series

Installation and Removal Instructions



"TA" Alloy Radial Chain is SCC's newest choice in heavy duty winter traction products for large trucks. 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.



**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 cable chain should drape at least 3 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".)

Covered by one or more of the following patents: U.S. Patent Nos. 4,366,850; 5,056,574 and 5,299,613; Canadian Patent No. 1,170,154; Chinese Patent No. 15831; Japanese Patent No. 1,971,292 and Taiwanese Patent no. 53400. U.S. and foreign patents pending.

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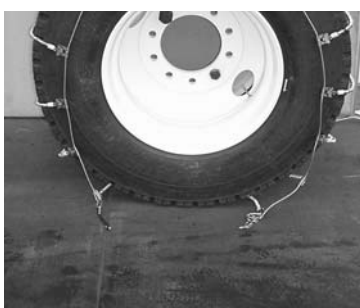
Installation



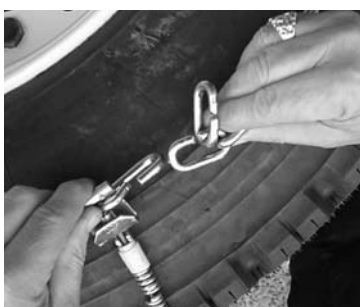
1
Park vehicle on firm level ground, away from traffic. Unroll the set and lay each half pair on the ground next to the tire it is intended to cover. Make sure that there are no twists or kinks in the cable chain.



2
Make sure that the smooth side of the eyelets (marked "TIRE SIDE") are against the tire. If the smooth side is not toward the tire, damage will occur.



3
Drape the cable chain over the top of the tire so that both ends can touch the ground and the long metal latch is on the outside of the tire (toward you) and is draped toward the back of the vehicle. Note that the two half sets are made so that one fits on a tire only on the left and one only on the right.



4
Connect the "speed hook" on the inside of the tire (the side away from you). As a starting point, we recommend that you fasten it so that there are no more than two "free" links. It may be necessary to drive forward two to three feet so that the inside connection can be made more easily.



5
Connect the outside fastener at it's loosest setting, then pull the cable towards you to create as much slack as possible. Make sure that none of the cross members are caught in the "shoulder" area of the tire tread.

Installation



Fasten the outside connector by passing the long lever through one of the chain links, folding it back in the opposite direction and securing the “keeper” link on the end of the lever. If care is taken to make this connection as tight as possible, it may not be necessary to retighten after driving. If you find that the inside fastener also has to be adjusted to assure a snug fit, you should do it before fastening the outer fastener.

Close-Up: “Latch-over” fastening system



Removal

Removal of Alloy Radial Chain can be accomplished by reversing the installation steps. For easier dismounting, it is recommended that the tire be positioned so that the fasteners are somewhere between the 9 o'clock and the 3 o'clock positions on the tire.

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.

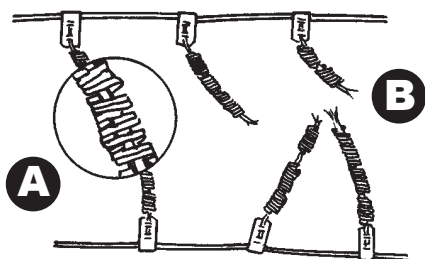
For maximum chain life

- * Avoid speeds over 30 mph and driving on bare pavement. Traction coils on cross members will fragment and cause cross members to break. Damage could occur to chains, tires and vehicles.
- * 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

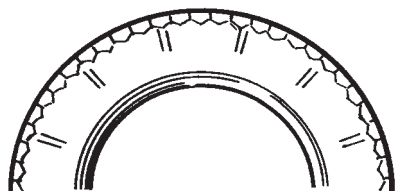


Typical cross member with 3 traction coils on each side free of wear and abrasion. Traction coils are still round and can rotate. All other coils made contact with the road indicating normal use and wear



[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 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.