

# **SUPER Z LT**™

## Light Truck Cable Chain Installation and Removal Instructions



**SUPER Z LT** 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.

- \* Meets S.A.E. Class "S" requirements for vehicles with limited clearance. (Refer to your vehicle owner's manual)
- \* 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. Rubber tensioners must be attached to take up additional slack in cable for a snug fit. Hooks on rubber tensioner should face away from tire.

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.

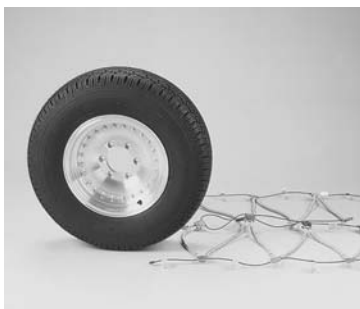
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## Installation



1 Park vehicle on firm level ground, away from traffic and turn off the engine. Set the emergency brake. Remove any wheel covers. Chains should be installed on drive tires. Lay the cable chain on the ground with the smooth side (TIRE SIDE) of the cross member connection up.



2 Move the chain in a sweeping motion under the vehicle so the open mid-section is positioned up against the backside of the tire. This sweeping motion can best be done while kneeling in front of the tire.



3 Reach around each side of the tire and grasp both ends of the non-split cable (the cable that is furthest away from you). Pull both ends to the top of the tire so the fasteners can be seen and manipulated more easily. Fasten the curved "C" hook through the fastener hole.



4 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.



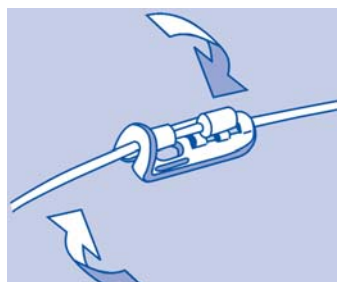
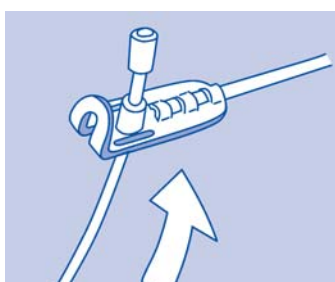
5 Take the bushing end of the lower fastener and thread it through the lower keyhole (the one near the ground), using the same process as the top fastener. Please refer to the following page for a detailed look at making this connection

## Installation



Attach the rubber tensioner to take up the additional slack. To make this simpler, attach the first hook at the “11 o'clock” position, the next at the “5 o'clock” position and so forth. The open side of the hooks must face away from the tire. No further adjustment is necessary.

## Close-Up of outside fastening system



## Removal

Drive vehicle off highway to safe level ground. Turn off the engine and set the parking brake. Remove the rubber tensioner from the side cable. Unhook the outside and inside fastener. Lay the chain on the ground and drive off of it. Examine chains for damage or worn parts. Dry off and spray with an all-purpose lubricant. Place chains together and place back in the 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. Care should be taken when using this product on wheels or wheel covers that protrude outward beyond the sidewall of the tire. Wheel covers should be removed to prevent possible marking by rubber tensioners. On vehicles with protruding alloy wheels, other traction products that do not use a rubber tensioner (such as SCC's Z-Chain or ladder-style cable products) should be used. If these cautions are ignored, Security Chain Co., and its distributors are not responsible for injury or vehicle damage.

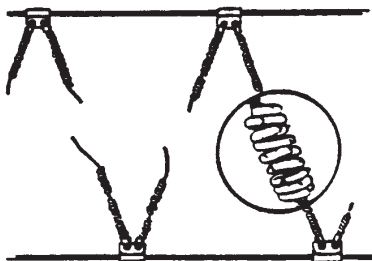
### For maximum chain life

- \* 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.
- \* 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

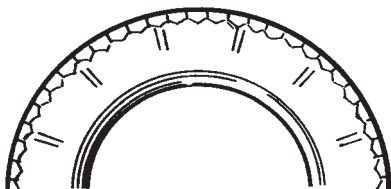


Typical cross member with 3 traction coils on each side free of wear and abrasion. Traction coils are still round and can rotate. All other coils made contact with the road indicating normal use and wear



[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.