

## Ski and Snowboard Tuning

... KEEP THE BASES MOIST ...

... YOU CAN NEVER OVER WAX ...

... SPEED CHANGES YOU ...

### Before You Start

- Bases need to be at room temperature – they don't accept wax when cold
- You need a room that is well lit and well vented
- Put elastics on your brakes and over the heelpiece to keep brakes out of your way

### Once In A While

- **Check the Base to See If They Are Concave or Convex**

Place your true bar or ruler on your base, perpendicular to the board. Look along the base. If you can see light underneath the ruler – anywhere – your base is shaped. You might need to take your board/skis to a shop.

- **Inspect bindings, skis, bases for possible hazards**

Look for: loose screws, loose dins, sticky AFDs (that's the part that moves in the toe piece of a ski binding), large chips, gouges, nicks, dirt, or anything that looks suspect.

### Tuning, Base Repair and Waxing

#### Step 1: Clean and Inspect Your Base

**Option A:** Bio-Citron Base Cleaner—spray, let sit 1 minute and remove with paper towels. This is by far the best way. **AVOID BREATHING FUMES!** Have a fan going if you're using this stuff.

**Option B:** Hot Clean with Red Wax—do in 2 foot sections; drip wax on base and edges, scrape while the wax is warm, use a nylon brush, then a horse hair brush (couple of passes) and finally a Tex pad—this needs to be done 3 times at 30 minute intervals.

**Option C:** Paper Towel and water—with a damp paper towel, wipe your bases and edges. When the paper towels are clean after you wipe, **DRY OFF YOUR BASE AND EDGES.**

## **Step 2: Repair All Nicks and Gouges**

Think: is a nick in your base worth repairing? If it's a tiny scratch, and you spend your time jibbing, don't bother. On the other hand, if you're racing or cruising, chances are you want your bases perfect. So if you think that you want to repair the gouge, look at how big it is. Is the job too big, or is it something you can handle?

If you're still with me, grab your trusty P-Tex stick (colour matched, of course) and light the end on fire. Keep the stick rolling, so no carbon builds up. When the stick is dripping nicely (hopefully onto a nice steel scraper), move the stick over the gouge. Drip the liquid onto the repair area, doing each bit slowly, in layers (especially if it's deep). When the gouge is filled, blow out your P-Tex, and wait for the repair to set before you scrape the repair flat, using that trusty steel scraper. If you tried to do too much at once, the whole repair job will come out. If in doubt, take it to the experts!

## **Step 3: Base File and Side File**

Get your file or diamond stone (files are usually pretty intense since they can wreck your edges fast) and run them along the side edge of your board or skis. To maintain a specific angle, you'll need a guide. They come in many types and angles, but this works wonders if you're looking for nice sharp edges. If in doubt, get the filing done at a pro shop.

## **Step 4: Choose Your Weapon**

Look at the waxes you've got. Is the recommended snow temperature for your wax going to happen next time you ride? A general wax is usually good enough for most applications. If you don't know what you're doing, ask at the pro store or Google it.

## **Step 5: Wax, Structure and De-Tune**

Press wax into iron and let it drip on base. Once the base is speckled with wax, put iron to base and move in circular fashion until base is smoothly covered. Keep your iron moving or you will damage the base. Once you've got it coated, let it cool for 15 minutes. Last, scrape from tip to tail until no wax is coming off the base. Use a plastic scraper. Steel is too harsh.

If you're intense, brush in an "X" pattern for moist conditions and use long brush strokes for cold, dry snow conditions. You can also use "Magic Dust", a speed additive for racing. This works best in moist conditions.

## **Step 6: Package for Transport**

At the end of each day, dry your skis and board, strap the skis together, and put them in a bag. No tuning can help you if your ski snaps on the ride up or gets too moist on the ride back.

## **The Essential Tool Box**

- Storage Box
- Brake Straps (broccoli rubber bands)
- Paper Towers or Fiberlene (Fiberlene doesn't leave fibers – get it?)
- C Clamps/Vice/Workmate (or anything to hold your skis while you work)
- P-Tex Base Repair candles (and something to light them with)
- Metal Scraper (ONLY for P-Tex base repair)
- File Guides: Base and Edge
- Diamond Stone (Carry in your pocket for burrs and after a day on slopes, polish the edge)
- Iron: no holes with stand (you might need an extension cord)
- Plastic Scraper (for wax)
- Pro Straps (those things you put between your skis)
- Old Towel (to wipe your skis)

## **The Deluxe Tool Box also includes**

- Tex Pads (Scotch Brite Pads -- three different grits)
- Sharpie (to write stuff)
- Large Garbage Bags
- Chrome Files: 6, 8 or 14 inch (to really kill those tough burrs)
- Structuring Tools (for those patterns on your base)
- Gum Stone (for edges)
- Hard Stone
- Sure Form
- True Bar or ruler (to check bases)
- Wax 3 Temp/Powder
- Base/Storage Wax (put this stuff on when travelling or for summer)
- Cork (to rub in fluorinated waxes)
- File Card

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