

**Caution:** Please carefully read all of these instructions before mounting tires on your new wheels. Wheels cannot be returned to us for any reason once tires have been mounted. Test-fit your wheels on your car before mounting tires. If the adapter and wheel fit properly, then mount only one tire and test-fit the one mounted wheel and tire on your car first before mounting the rest, just in case a problem surfaces with your tire fitment not clearing the body or suspension.

**WARNING: Wheels can come off of your car without warning if you:**

- 1) Use studs longer than 1 1/8" long.
- 2) Install adapters on the wrong side of the car.
- 3) Fail to properly tighten your knock-offs.
- 4) Tow your vehicle backwards.

**Inspect and clean** your brake drums and/or your disc brake hubs (hats). Remove any obstructions such as lock clips, rivets, balancing weights or other items. These parts may prevent your adapter and wheel from fitting flush (flat) on your mounting surface. The adapter and wheel must fit completely flush (flat) against the mounting surface for the wheel to perform safely and properly.

#### **Adapter Installation.**

- 1) Check the length of your wheel studs. The stud can not be longer than 1 1/8". If it is longer, replacement or modification of the stud is necessary.
- 2) Place the white adapter on the left side of the car and the red adapter on the right side of the car. **This is critical.** Do not install them in any other direction or your wheel could come loose. Make certain that there are no obstructions between the adapter and your brake drum or hub that prevent it from seating flush (flat). If there are obstructions, make certain you remove them. If there is any interference, it will prevent your wheels from running true and you will experience vibration or other problems.
- 3) Tighten lug nuts. Under NO circumstances should a high-impact wrench be used to secure lug nuts. This can harm your adapter and also cause improper lug nut torque. 7/16" thread pattern: 60 pounds. 1/2" thread pattern: 75 pounds. 12mm thread pattern: 70 pounds.
- 4) Minimum thread engagement. Make certain that at least 1/2 inch (or one times the number of the diameter of your stud) or more of your threads are covered by the lug nuts. If you use a spacer, be certain that the spacer is in place when you are making this inspection and that the minimum amount of threads are covered by the lug nut. Anything less than the minimum is not safe and longer studs should be installed.
- 5) Do NOT lubricate the lug nuts or lug threads.
- 6) Pre-tighten by hand all of your lug nuts snugly, then do your final tightening using a criss-cross pattern to ensure the even distribution of pressure while tightening the lug nuts. After tightening, spin the adapter and make sure the adapter rotates freely by hand and is not rubbing or experiencing any interference.
- 7) Apply a thin coat of grease to the threads of the adapter. Keep dirt away from the threads. You should also place a thin coat of grease on the back of the knock-off cap threads where they will engage with the adapter.

#### **Tire Mounting Information**

- 1) Follow the tire manufacturer's recommendations for rim widths when selecting tires for your wheels.
- 2) The use of an improperly sized tire such as a 5.20 on a 7" wide wheel can harm the inner-liner of your wheels causing leaks and voiding your warranty. Make certain that you select a knowledgeable installer who is familiar with mounting tires on a wire wheel.
- 3) Tubes must be used for tube-type wheels. If tubes are used, make certain that the correct type tube is selected. Inspect the inside of your tires and remove any inspection tags or debris that could puncture the inner-tube.
- 4) Do **NOT** over-pressurize the tire to seat the beads. Under no circumstances should over 40 P.S.I.G. be exceeded.
- 5) Balancers should be calibrated and set for static balance. It is normal to see slight movement in the rim during balancing. 3 to 5 ounces of weight is not unusual, especially if collector type whitewall tires are used. Do not use clip-on weights, they will damage your chrome. For cosmetic reasons, we recommend stick-on type weights mounted on the rear only.
- 6) Only have your tires mounted by an experienced installer. Avoid "big-box" type stores for installation. Take your wheels to shops that specialize in custom wheels and regularly service collector car owners. Wire wheels require more knowledge and patience to mount than regular steel wheels.
- 7) If the wheel and tire require larger amounts of weight, ask the technician to match the wheel and tires high and low spots by turning the tire to minimize the amount of weight required.
- 8) If you are mounting your own used tires, make sure that you return the tire with the new wheel to the same location on your car that it came from. If the tire came off the left rear, you should return it to the left rear, not the right front as an example or you may experience poor performance.

#### **Wheel Fitment.**

- 1) Place your new wheels onto your adapters and push firmly toward the back of the adapter. When the rear of the wheel center is sitting on the back of the adapter, rock the wheel slightly back and forth so that the drive teeth of the wheel and adapter engage firmly. Do not use old adapters or wheels if the teeth become worn down.
  - 2) Thread on your knock-off spinner or bullet carefully. Obey the direction marks on the knock-off and make certain that the left sided knock off is installed on the left side of the car and the right sided knock off on the right. Failure to do so can lead to your wheel coming off.
  - 3) While your car is still on jacks, run the knock-offs on tight. Then tighten with the supplied wrench or hammer. Spin the wheel by hand to make sure there is no rubbing or interference, especially with the disc brake calipers. Rock the wheel assembly to make sure that the knock-off cap has seated completely and that no loose conditions are detected.
  - 4) Lower your car and then, hammer the knock-offs until there is no movement using the hardest blow you can deliver, of the hammer. Use the supplied lead hammer on knock-offs so as to not damage the chrome. A regular hammer can knock the chrome off.
  - 5) Retighten your knock-offs after the car has been driven 25 miles. You may be able to tighten them further once the wheels are seated on the adapters after driving. Knock-off caps must be kept very tight to keep the drive teeth from wearing out. Continue to tighten knock-off caps every 100 miles for the first 500 miles. As a matter of regular maintenance, check for tightness every few weeks.
- Please do not hesitate to call or email us with any questions.