WARNING

5. Never use fewer fasteners than the vehicle was designed for. If the vehicle has 6 stud or lug bolts, then use 6 fasteners.

6. During installation, gravity causes the wheel to rest upon the upper surface of the drum, which is typically not round, thus the drum is not above or below the original tire diameter. A drum diameter in the range of 9 inches could result in the wheel contacting the drum when installing the wheel. If you have a drum diameter between 9 and 9.5 inches, our recommendation is to not install the wheel for safety reasons. To determine drum diameter, refer to the vehicle manufacturer's manual or contact your local wheel manufacturer. If you have a drum diameter between 9.5 and 10.2 inches, our recommendation is to install the wheel for safety reasons. To determine drum diameter, refer to the vehicle manufacturer's manual or contact your local wheel manufacturer.

7. A CALIBRATED TORQUE DEVICE MUST BE USED TO APPLY THE TORQUE SPECIFICATIONS. Use the Original Equipment Manufacturer’s torque wrench and follow the instructions provided in the owner’s manual contact your wheel manufacturer if you have any questions.

8. If neither the vehicle manufacturer nor your wheel manufacturer gives you the specification, the following may serve as a guideline for passenger cars and light trucks only:

STUD DIAMETER RANGE (FT.LBS)
12mm 75 - 85
13mm 75 - 90
14mm 90 - 105
15mm 90 - 135
16mm 125 - 135

WARNING

9. Check new fasteners against the vehicle wrench making sure they are the same size. If the new fasteners have a different size than the wrench provided with the vehicle, be sure to have or advise the vehicle owner to have (if possible) a different wrench for the new fasteners being installed.

10. If the wheel has a different seat than the original equipment, make sure you keep enough of the original fasteners with the spare tire to prevent tampering. The spare tire should be mounted on the vehicle as if the spare tire was being changed.

MULTI-PIECE WHEELS

1. Multi-piece wheels require extra care when mounting tires. These wheels may have a special silicone sealant between the rims and the centers. This seal must remain connected to any tire mounting after the tire is on and has been inflated. If a tool contacts this area, the seal may be damaged and require replacement.

2. When the tire is close to the seal, use caution in inflating the tire to prevent damage to the seal.

3. BLACKEN WHEEL AXLE BOLTS. They should be torqued at the factory recommendations. If you are not sure, contact the wheel manufacturer for instructions.

AFTER INSTALLATION

1. Be aware of or advise the customer of the following: any tire should be a torque check performed within the first 100 miles or 2 to 3 days. A torque check should be performed on newly mounted tires to prevent any for any reason.

2. Be sure the tire is properly inflated. The owner’s or the owner’s owner's manual document and engine package if you can find the correct information.

3. Clean tires and wheels (see wheel maintenance instructions).

4. Customers should review, install and sign safety checklist provided on the owner’s manual.

MAXIMUM LOAD RATING & MAXIMUM TIRE DIAMETER

The load rating of a wheel, as determined by the wheel manufacturer, must never be exceeded. Manufacturers identify a wheel’s maximum load capacity as a function of its diameter – check the back of the wheel or with the wheel manufacturer. If the load rating is exceeded, the WHEEL SHOULD NOT BE USED ON THE VEHICLE. Wheel manufacturer warranties do not cover tire-to-wheel failures resulting in damage, serious injury or death.

INCREASE OR DECREASE IN TIRE DIAMETER ABOVE OR BELOW ORIGINAL TIRE MAY AFFECT ROLL-OVER AND HANDLING CHARACTERISTICS.

WHEEL INSTALLATION

1. Clean and inspect all stud threads and mounting surfaces before installation. Threads must not be lubricated, and must be free of corrosion, rust, chips, and debris. Replace any worn, damaged, stripped, damaged, or fractured threads. Always use new fasteners (lug nuts or lug bolts) when installing new wheels.

2. Be certain the fasteners are correct for the application. They should match the diameter, pitch and seat, otherwise the installation will be improper, and may result in damage or a dangerous condition. “Thread diameter” refers to the diameter of the thread as measured at the outer edges of the threads. “Thread pitch” for non-metric applications refers to the number of threads per inch; for metric applications, it is the distance between the threads in millimeters. The “seat” means the area on the wheel where the fastener will clamp down.

The basic types of seats are: conical (8° taper “acorn”), mag, and spherical or ball. Some seats are labeled “beadlock,” which may indicate a small notch or coin or dent. In order to check the conical seat, check for interference, especially when on the ground. Look for tire rub. DO NOT PUT HANDS, FINGERS or ANY BODY PART BETWEEN THE TIRE AND CENTER POST. STAND TO THE SIDE. DO NOT LEAVE UNATTENDED.

3. Check thread engagement. Every stud or bolt must be long enough to thread at least equal to the stud or bolt diameter. For example, a 1/2” thread diameter must thread into the lug nut at least 1 1/4”, Check for problems on every stud, some may be different lengths. Less than one stud thread diameter engagement is unsafe and will cause loss of torque. IF YOU DO NOT HAVE PROPER THREAD ENGAGEMENT, DO NOT INSTALL WHEELS.

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2. When the tire is close to the seal, use caution in inflating the tire to prevent damage to the seal.

3. BLACKEN WHEEL AXLE BOLTS. They should be torqued at the factory recommendations. If you are not sure, contact the wheel manufacturer for instructions.

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