



READ COMPLETELY BEFORE ATTEMPTING TO MOUNT TIRES ON WHEELS

1. Mount tires only according to good tire mounting practice and proper tire mounting equipment. Careless installation techniques may damage wheels.
2. Trial fit the wheel to the vehicle before mounting tire to assure wheel is properly matched to the lug pattern. Never force a wheel to seat against the hub by applying lug nut pressure. The wheel must go into place freely. Clear axle flange obstruction such as rivets, guide pins, screw fasteners or spring steel keepers before mounting wheel.
3. In mounting the tire on the wheel, be sure the wheel is properly positioned on the tire mounting equipment and the hold down cone secure.
4. **WARNING!** Do not use spacers or adaptors to resolve any clearance problem. If spacers or adapters are used, user bears all responsibility.
5. Check for excessive stud length. Excessive length will bottom out in a closed lug nut, preventing the wheel from being properly torqued to the mounting surface on the drum or disc.
6. Use recommended valve stem.
7. Use only Original Equipment lugs.
8. Do not inflate tire in excess of 60 p.s.i. (40 p.s.i. in California) in order to seat the tire on the wheel. If the tire will not seat at these pressures, check for any unusual obstructions, proper use of tire mounting lubricants or a possible wheel/tire mismatch.
9. Tighten lug nuts in a progressive criss-cross pattern. Impact wrenches are not recommended due to the possibility of irregular or over tightening. Owner's manual recommended lug nut torque specifications should be followed. If not available, please refer to the following torque guide.
10. **SAMPLE-** 3/8" STUD DIA.-35-45FT/LBS, 7/16" STUD DIA. – 55-65FT/LBS, 1/2" STUD DIA.-75-85FT/LBS, 9/16" STUD DIA.-95-115FT/LBS, 12MM STUD DIA.- 70-80FT/LBS, 14MM STUD DIA.-85-95FT/LBS.
11. **THE INSTALLER MUST INSTRUCT THE CUSTOMER TO RETORQUE OR RETURN IMMEDIATELY AFTER 25 MILES, 100 MILE MAXIMUM, SO INSTALLER CAN RETORQUE TO PROPER SPECIFICATIONS.**
12. Stud penetration into hex portion of the lug nut should be in excess of one times the diameter of the stud. Studs should be free of rust and dirt, not stripped and free of lubricant.
13. A non –metallic object is recommended for tapping snap-on type center hub covers.
14. Use tire manufacturers' rim width recommendations for wheel and tire selection. It is recommended that fender clearance be checked before mounting more than one tire.
15. Check for proper clearance and true rotation of all wheels before actually driving your car. Turn front wheels side to side to check for possible interference. Clearance should be checked while the car is on the rack in addition to final check with weight of the car applied. Finally, drive the car at low speeds initially as a final precaution. (10 MPH max.)
16. Keep your wheels clean! The chrome finish will last longer if foreign material, dirt and chemicals are promptly removed.