



BEADLOCK INSTRUCTION MANUAL

IMPROPER INSTALLATION WILL RUIN YOUR WHEELS

Modification of your car's chassis or driveline to enhance performance with the parts identified below may create a dangerous condition which could cause serious bodily injury, and the buyer hereby expressly assumes all risks associated with any such modification.

MAXIMUM TORQUE - 125 INCH POUNDS DO NOT USE IMPACT WRENCH!!!

Be aware that it is common practice for tire shops and tire trailers at the track to install beadlocks with an impact, **DO NOT LET THEM DO THAT TO YOUR WHEELS!** Install your tires yourself to make certain proper procedures as described below are followed

Tools Needed

- Inch Pound Torque Wrench
- ½" Socket
- Anti-seize Compound

Instructions

You have just purchased the lightest beadlock available. As a result, special care must be taken when mounting the tire or damage may result. PLEASE USE NO IMPACT WRENCHES.

1. You will need to take a razor knife and trim the flashing off the tire on the inner side of the bead. This excess rubber has nowhere to go with our, or anybody else's, beadlock assembly. If using an M&H tire, a different beadlock ring is recommended as the bead of the tire is narrower. As far as we know, all other brands take the standard equipment beadlock ring. The M&H rings, will be stamped "M&H". The standard ones have no markings.
2. Remove the beadlock rings, and push the wheel through the tire so that the wheel is



inside the tire. Lay the tire/wheel flat on the ground or a table. Center up the wheel into the bead, and set one beadlock ring in place. Stepped side of ring goes to the bead of the tire.

3. Before installing the Grade 8 Steel hardware, which must be used when mounting, be sure to lube the threads with an anti-seize compound of some sort. Start the bolts with your fingers and gradually snug them down in a circular pattern. Continue tightening in the circular pattern until you get to 125 INCH POUNDS.
4. We have found that the low torque inch pound torque wrenches vary significantly, so if you experience bolt breakage, this is a sign that the bolts are too tight; reduce torque value.
5. We do not recommend going below 100 inch pounds. Some distortion of the beadlock ring will happen as you are tightening down the ring; this is normal. If you tighten one bolt too much before the rest, you will kink the beadlock ring and permanently damage it and possibly the wheel. Turning each bolt about $\frac{1}{4}$ turn at a time as you work around in a circle will allow you to tighten the ring with minimal deflection.
6. If you purchased the titanium bolt upgrade, remove one of the steel bolts at a time and replace with the titanium. **Titanium bolts cannot be used to clamp the ring down when mounting; they will break.** Repeat this process for the other side of wheel.
7. Remember to balance the tire when completed.

If you need further assistance, please call 785-422-8722