



## Installation Instructions

1. Before attempting any installation, make sure that you have all the necessary mounting hardware, Tools, and equipment to complete the job properly and safely. If you have ANY questions or doubts about any aspect of installing your own custom wheels and tires, you should consult a wheel/tire professional. For most questions you can call our experienced staff at 1-877-920-TIRE(8473).
2. Before jacking up any vehicle, make sure that you have all the proper safety equipment, including the correct jack for the vehicle; safety stands, and tire chocks. You first need to be familiar with your vehicles' specific jacking points. Lifting a vehicle on the wrong point can result in damage to your vehicle or even injury or death. A vehicle should only be jacked on a flat, solid cement surface. Never attempt to lift more than one corner of the vehicle at a time and always make sure at least one tire is chocked on both the front and back to prevent the vehicle from rolling forwards or backwards. Once the vehicle is lifted, make sure that you place a safety stand under the frame in case the jack fails. NEVER work on a vehicle that is lifted without using safety stands!!! After you are certain that the vehicle is lifted in a completely safe and stable manner, you are ready to start removing the old wheel and tire assembly.
3. If your vehicle has hubcaps, you will need to remove them. Remove the lug nuts using a proper lug wrench. Some vehicles do not have "lug nuts", but instead have "lug bolts", which screw into the vehicles' hub. You will basically treat bolts as you would nuts except when testing for fitment (this will be explained later during step #7). Usually a cross or "4-way" style lug wrench works best. On almost all vehicles made today, wheel lug nuts are removed by turning counter clockwise. When all the lug nuts are removed, place them aside and out of the way. Remove the old tire and wheel assembly holding the tire at the 9:00 and 3:00 hand positions. This will save your hands if the tire/wheel assembly is heavier than expected.
4. Once the old tire /wheel assembly is removed, inspect that all the wheel studs, lug nuts, and all mounting surfaces are clean and completely free from dirt and debris. Also verify that nothing interferes between the mounting surface of the tire/wheel assembly and mounting surface of the vehicle. You are looking for things such as temporary brake rotor retaining clips, which were installed at the vehicle manufacturing plant to hold the brake rotors in place until the wheels were installed. If the retaining clips on your vehicle have not yet been removed, you can usually remove them with needle nose pliers. On a few vehicles that are sold today, some rotors are held on by screws. NEVER REMOVE any screws from any part of the brake system without first consulting a professional. On vehicles equipped with drum brakes, you are looking for things such as drum balancing weights that do not allow the mounting surfaces of the wheel and drum to mate together perfectly without any interference. While it is not dangerous to remove brake drum balancing weights, you may want to check with a professional first as to avoid any brake associated vibrations. Also, if there are any worn or broken wheel studs, these must be repaired or replaced BEFORE mounting the tire/wheel assembly onto the vehicle. After you have determined that everything is in the proper condition, you will want to test the mounting hardware supplied with your new tire/wheel assembly to make sure it fits your vehicle properly. Begin with checking that the hub-centric ring fits over the hub of your vehicle without any gap between the ring and hub (some vehicles do not require hub-centric rings as the wheels supplied may already be hub-centric). Also verify that the lug nuts supplied are the correct thread size. DO NOT USE THE ORIGINAL EQUIPMENT LUG NUTS on after market wheels, as they might not be the same seating style as required by the wheel manufacturer. Using your FINGERS ONLY, spin on and off all the lug nuts. If any of the lug nuts will not go on by hand, **DO NOT FORCE THEM ON WITH A WRENCH!!!** If you cannot do this by hand, it may be a sign that the wheel studs are either dirty or damaged and you should have them inspected by a professional.

5. (If the wheels supplied are already hub-centric, or the hub-centric wheels are already factory installed, you will skip this step). After you have determined that all the supplied hardware is correct, you are now ready to install the hub-centric rings into the hub-centre in the backside of the wheel. You can usually push them in with your fingers, but sometimes they need to be tapped gently into place with a piece of wood and small hammer. If the hub-centric ring is installed correctly, it should sit in the back of the wheel completely flush to the mounting surface of the wheel without protruding at all.

6. Now that the hub-centric rings are properly installed in the wheel, you are now ready to install the tire/wheel assembly onto the vehicle. First, you will want to make sure that you are installing the correct tire wheel assembly for the position on the vehicle. Many after market wheels and tires are uni-directional, or asymmetrical, which means that they should turn in only one direction. Most tires and wheels that are directional will be marked with an arrow, or will even be labelled “left” or “right”. Once you have determined the correct positioning for the tire/wheel assemblies, you are ready to mount them on the vehicle. Place the tire/wheel assembly onto the vehicles hub, and begin by tightening down all the lug nuts **FINGER TIGHT ONLY**. Lug nuts must be installed with the **TAPER END INTO THE WHEEL**. If you install lug nuts backwards, your wheels **WILL FALL OFF** while driving, causing severe injury or death to you or others. You must make sure that the wheel studs come through the wheels stud holes far enough that the lug nuts engage and can be tightened for a **MINIMUM** of (CALL 1-877-920-TIRE) turns or 1½ times the width of the wheel stud. If the lug nut is open ended, the thread should be visible above the top of the lug nut after the lug nut is tightened down. If this is not possible, **STOP IMMEDIATELY** and do not install wheels until you can consult a professional!!! Once you have determined that the lug nuts can be installed safely you are ready to torque down the lug nuts to their proper torque specifications. When tightening down lug nuts, it is very important to follow the supplied diagram that is the identical bolt pattern as your vehicle. Always make sure that you tighten down the lug nuts evenly. When you can feel the lug nuts starting to get snug, stop and move to the next lug nut. After all lug nut **START** to feel snug, tighten down using a calibrated torque wrench, turning each lug nut **NO MORE** than a quarter turn before moving to the next nut. Continue tightening all the lug nuts in this **EXACT** fashion until the proper torque specification is reached. It is **ABSOLUTELY MANDATORY** that all wheels be **RE-TORQUED** within the first 25 KM of driving, and then again within the next 100 KM of driving!!! If **ANY** of the lug nuts have loosened off **WHAT SO EVER**, make sure to re-torque them as many times as necessary until they remain properly torqued!!! If your lug nuts continue to loosen up, consult a professional **IMMEDIATELY!!!** Not torquing your wheels properly can result in damage to your vehicle and also cause your wheels to fall off causing severe injury or death to yourself and others!!!

7. Once you have determined that you have installed the tire/wheel assembly properly, you will want to verify that everything fits correctly without any touching or rubbing on **ANY** part of the vehicle and its components other than the mounting surfaces. Do this first while the vehicle is still on the safety stand and also after the vehicle is on the ground. **BEFORE PERFORMING THIS TEST, YOU WILL WANT TO VERIFY THAT YOUR WHEELS ARE PROPERLY CHALKED**, as to avoid having the vehicle roll either backwards or forwards! When you are certain that the vehicle is stable, shift the transmission into neutral and spin the tire/wheel assembly by hand. If there is **ANY RUBBING WHAT SO EVER**, do not install the tire/wheel assembly until you have consulted a professional. If your vehicle uses lug bolts instead of lug nuts, you will want to also make sure that the bolts themselves do not hang up internally on any part of the emergency brake system inside the rear hubs. By hand only, spin the tire/wheel assembly and Listen for a clicking sound, or also if you observe that the tire/wheel assembly will not turn completely without any obstructions. Again, if you detect any such problems, **DO NOT** install the tire/wheel assembly until you have consulted with a professional. Once you are certain that the tire/wheel assembly is correctly installed, remove the safety stand and lower the jack and you are ready to move on to the next corner of the vehicle.

8. After you have properly installed all of your new tire/wheel assemblies, your are ready to perform a **LOW SPEED** driving test to ensure there are no fitment problems such as touching or rubbing. Perform a tight 360 degree circle with the steering wheel turned **FULLY** to the left and to the right paying close attention to note if you feel or hear any touching or rubbing. If everything is proper, you are now ready to

do a road test. Try to drive on some un-even pavement (NOT POTHOLES!!!) to test the suspension clearance. If everything checks out fine, you are ready to go!!! **MAKE ABSOLUTELY CERTAIN THAT YOU FOLLOW ALL RE-TORQUING INSTUCTIONS EXACTLY!!!**

AGAIN, WE MUST REINFORCE THAT IF YOU ARE NOT ABSOLUTLY CONFIDENT IN ANY ASPECT OF THE INSTALLATION AND FITMENT OF YOUR NEW WHEELS AND TIRES, DO NOT HESITATE TO CONTACT A WHEEL/TIRE PROFESSIONAL!!!

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