



Mounting Instructions



Congratulations! You have purchased an amazing set of precision, craftsman-built wire wheels for your special car. You can expect to have years of great service and beauty if you follow our recommendations below. By exercising care in the mounting and installation of your new wheels, you will get off to a good start with out the risk of harming your wheels.

Please read these instructions before mounting tires to your wheels. Regardless of the cause or problem, **wheels cannot be returned to us once they have been mounted with tires.**

1. **Unpack your wheels immediately.** If you should find any damage due to shipment, as soon as possible report all damage to the shipping company and file a claim for damage. Your wheels are carefully inspected and packaged prior to shipment by the factory and we are confident they were in perfect condition prior to shipment. Damage found by our customer upon opening the boxes can only be due to damage sustained in shipment. Please also report the damage to us and we will advise you on how to proceed. Do not dispose of the shipping boxes.
2. Trial-fit your new wheels on your car without mounting tires. Make certain that the bolt pattern is correct and that there are no clearance problems or any other fitment issues. If you determine there are fitment problems, please contact us to work out a resolution. Please be mindful that if you have mounted tires first, we will not be able to accept a return of the wheels. **This is very important.**
3. When selecting an installer, seek out a professional who uses “touchless” type equipment. Power assisted tire changers or machines that apply metal objects or tools to these wheels can damage the chrome or harm the wheel. Most custom wheel or high-end type wheel shops are familiar with wire wheels and how to carefully install them without damaging them. High quality equipment, experience and knowledge with wire wheels will help smooth the way for an uneventful installation. We are always available for advice and to answer questions.
4. If you have selected wheels that require inner tubes, please make certain that you have the correct tubes. Radial type tubes for radial tires and bias-ply tubes for bias-ply tires. If you are using inner tubes, carefully inspect the inside of your tires to make certain there are no tags or labels or sharp edges that might puncture your tube and lead to leaks.
5. Regarding lug nuts, if you purchased our Kelsey Hayes style wire wheels having a large center cap that conceals the lug nuts, these wheels do not require special lug nuts. Make certain that your lug nuts are in good condition and are of the 60-degree acorn style. These are available at most auto parts stores.
6. Truespoke wire wheels that have a small center cap with exposed lug nuts use “shank” style lug nuts that are available from us. It is very important that you have a sufficiently long enough shank to engage at least one times the diameter of the stud. As an example, the typical thread engagement for a 1/2 X 20 thread would be a minimum of 1/2 inch of thread. If you use a spacer for any reason, be sure that the spacer is in place during this inspection so that you can make sure that enough of the threads are engaged. The lug nut should not extend or stick out of the hub. If it does, it will prevent your wheel from fully seating properly and it could come loose. The hub of the wheel must lay flat (or seat) against your brake drum or mounting surface. If you use spacers, make certain that the shank of the lug nut is long enough to travel through the spacer but not so long as to exit out the other side and prevent the wheel hub from seating on your brake drum or hat. If you add a spacer yourself, carefully check your shank length to make certain it is not too long or too short to allow the lug nuts to safely secure your wheels.
7. Please inspect your hubs and brake drums for any obstructions such as lock clips, rivets or balancing weights. Remove or resolve any obstruction which prevents a flush fit between the wheel and the axle hub or brake drum. Carefully inspect and verify that the clearance of all suspension members and fenders is adequate and that your wheel and tire do not interfere.
8. Occasionally, some clearance problems may arise that require the use of a wheel spacer. When using wheel spacers, be certain to select the proper spacer and verify that the spacer is the proper thickness for your needs. Be certain that you do not select too thick of a spacer because it may cut down on the number of your threads exposed and prevent sufficient engagement of the lug nuts. Also, too large of a spacer only serves to relocate the problem and cause interference with the body. Carefully inspect for any such interference between the tires and the body of your vehicle.

9. Clean all studs, threads and mounting surfaces before installation. Check the stud length to insure the proper fit and tightening of the wheel. To check for proper fit, place a spacer if used, on the hub. Next, place the wheel on the hub and hand-tighten at least one lug nut and inspect to make certain that the lug nut does not bottom out before it makes contact with the wheel and that it secures the wheel properly. If the lug nut does not secure the wheel before it becomes tight, wheel spacers or replacing studs with the correct length or the cutting of studs may be required.
10. Be certain that you use the proper lug nuts for your specific wire wheel. Use of incorrect lug nuts will void your warranty.
11. Follow the tire manufacturer's rim width recommendations when installing tires. Radial tires must be remounted on the same side and location of the vehicle they were removed from. Do not change the direction of rotation.
12. Install air valve stems on tubeless wheels. Use care to insure proper fit and non-leakage. Cutting the inner-liner of the wheel can result in a flat tire. The installer must be careful not to make any cut to the liner that may cause the wheel to leak. This will not be covered under your warranty if this occurs.
13. Begin the tire installation procedure by mounting only one tire at a time and again checking the vehicle for adequate fender and suspension clearances at both the front and rear wheels. If a problem is detected with the first wheel, do not mount anymore wheels and tires. Contact us at your earliest convenience to trouble shoot the problem.
14. Do not over pressurize the tire to seat tire beads. Under no circumstances should 50 PSI. (40 PSI. in California) be exceeded. Such over pressurization is potentially dangerous to any bystander or harmful to the wheel and tire.
15. Under no circumstances should high powered impact wrenches be used to secure lug nuts as this causes wheel damage and can also result in improper lug nut torque.
16. Do not lubricate the lug nuts or stud threads.
17. Run all lugs up fully before tightening. Tighten all lug nuts using a crisscross pattern to assure the even distribution of pressure while tightening the lug nuts.

18. **Torque Specifications:** (Re-torque after 25 miles)

Lug Nut Size	Torque/Ft. Lbs.
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3/8"	45
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7/16"	60
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1/2"	75
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12mm	70
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14mm	85
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19. Once installed, wheels should rotate freely by hand with no rubbing or interference. The direct bolt type wheels can be spin balanced on the car or can be balanced off the car using most electronic machines. Our wheels are built as "lug-centric" and should be balanced by the stud holes. Balancing with a cone may result in improper balance and poor performance with your new wheel and tire. Using a "finger attachment" and balancing from the stud holes is the best way to properly balance your new wheels. Do not be surprised if as much as 5 to 8 ounces of weight is required if you are running a whitewall tire with our wire wheels.
20. After balancing, please recheck by removing the wheel and rotating it 180 degrees, replacing it on the machine and confirming balance again. If the wheel was centered properly, it will still be in balance. For cosmetic reasons, some owners do not apply wheel weights to the front of the wheels and instead place wheel weights on the back of the wheels only. A more perfect balance can be achieved by balancing from both the front and backside of the wheel although the appearance of the wheel may be less attractive.
21. **Wheel Care.** Your new wheels have industry leading chrome plating. With normal maintenance, you can expect to have brilliant, reflective surfaces. However, with this type of aftermarket type chrome plating, you must be careful to keep your wheels as dry as possible. Wire wheels tend to trap water or moisture on their surfaces and such standing water can invite rust or corrosion. We suggest that after washing your car or when the wheels become wet, that you use an air hose and attachment to blow dry your wheels thoroughly. Driving your car for a few blocks can also throw off trapped water. Careful drying will best prevent rust from getting a foothold. A thin coat of WD-40 may also be of benefit. Avoid storage of wheels in wet, damp or humid environments. We recommend Wizards Mist 'n Shine and X-Treem polish which we use ourselves and sell.
22. **Returns.** If you should experience a problem with one of our wheels, please call us first and let us know what happened. We may be able to quickly solve the problem over the phone or by e-mail. Do not attempt to repair the problem yourself in that it may void your warranty. Do not return the wheel without making arrangements with us first. We will advise you on how to proceed.

Please enjoy your new wheels. Thank you for purchasing them from Motorspot, Inc. Do not hesitate to contact us with any questions or comments. Friendly advice is always a phone call or email away.