



**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 special care in the mounting and installation of your new wheels, your motoring experience will be trouble-free and a total pleasure.**

***Warning:* Read before mounting tires on wheels. Wheels cannot be returned for fitment reasons after tires have been mounted.**

***Power assisted tire changers can cause damage to wheels.*** Tubes must be used with tube-type wire wheels. Wheels damaged during the installation process may be not returned. The responsibility for damage must be placed with the installer. Make certain that the installer you have selected has the best possible equipment, experience and knowledge in installing these wheels.

Stud length exceeding one and one-eighth (1-1/8) inch will not allow wheels to be tightened properly.

Radial tires must be remounted on the same side of the vehicle they were removed from. Do not change direction of rotation.

1. Inspect hubs and brake drums for obstructions (lock clips, rivets, balancing weights, etc.). Remove or resolve any obstruction which prevents a flush fit between the wheel and axle hub. Inspect to verify that the clearance of all suspension members and fenders is adequate and that the wheel does not interfere with the suspension.
2. Occasionally, some clearance problems may 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.*
3. Clean all studs, threads and mounting surfaces before any installation. Check the stud length to insure the proper fit and tightening of the wheel. Cut off ends of the stud if length exceeds 1-1/8 inch. To check for proper fit, place a spacer, if used, on the hub. Next, place the wheel on the hub, hand-tighten at least one lug nut, and inspect for the following:
  - (a) Inspect the hand-tightened lug nut(s) to see that the lug does not bottom out before it makes contact with the wheel and that it secures the wheel properly. If the lug does not secure the wheel before it becomes tight, wheel spacers or cutting of studs is probably required.
  - (b) Minimum thread engagement must be at least one times the diameter of the stud; i.e., the typical thread engagement for a 1/2-inch x 20 thread would be a minimum of 1/2-inch of thread. Again, if spacers are used, be certain that the spacer is in place during this inspection.

**Important:**

1. Follow tire manufacturers rim width recommendations when installing tires.
2. Install air valve stem on tubeless wheels. *Use care to insure proper fit and non-leakage.*
3. **Tubes must be used on tube-type wheels.** Follow tube manufacturers recommendations for proper size and use radial tubes with radial tires.

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4. **Use of power operated tire mounting equipment should be avoided in order not to mar or damage wire wheels.**
5. Begin tire installation procedure by mounting only one tire and again checking on the vehicle for suspension and fender clearances. Clearances should be checked at both front and rear wheels.
6. Do not over-pressurize to seat tire beads. *Under no circumstances should 50 P.S.I.G (40 P.S.I.G. in California) be exceeded.*
7. *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.*
8. Do not lubricate the lug nuts or stud threads.
9. Run all lugs up fully before tightening.
10. Tighten all lug nuts using a criss-cross pattern to assure the even distribution of pressure while tightening the lug nuts.

**Torque Specifications**  
(re-torque after 25 miles)

| <b>Lug Nut Size</b> | <b>Torque/ft.lbs.</b> |
|---------------------|-----------------------|
| 3/8                 | 45                    |
| 7/16                | 60                    |
| 1/2                 | 75                    |
| 12mm                | 70                    |
| 14mm                | 85                    |

11. 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.

**12. Hub cap removal.** Our hub caps really stay attached. They lock in tight and are not easily removed. It requires care to remove them without scratching or damaging the chrome. We prefer that you use a very thin-bladed, flat screwdriver to pry with. However, before you use the screwdriver, place duct tape or electrical tape around it to avoid metal-to-metal contact. A simple twist of the screwdriver should do the job without harming the chrome. Wheels cannot be returned that are damaged due to improper removal of the hub cap.

**13. Returns.** If you have 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 telephone. No one is perfect and in the rare event that a wheel needs to be returned, please take extra care in packing them for the return shipment. Add extra material such as crumpled-up newspaper to further protect the wheels. Poorly wrapped wheels are often damaged in the return shipment and if that happens, we cannot be responsible. Please make sure that you insure the wheels prior to shipment.

**Thank you for choosing Motorspot, Inc.**

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