



BEAD LOCK MOUNTING PROCEDURES

⚠ WARNING: TIRE MOUNTING IS DANGEROUS

To ensure a safe and damage free mounting, do not cut corners and follow all directions! Tire mounting should be done only by trained personnel using proper tools and procedures. Failure to follow safe mounting procedures could cause the wheel or tire to burst with enough **explosive force sufficient to cause serious injury or death.**



1 | WHEEL INSPECTION

Before mounting each tire, thoroughly inspect the wheel for damage. Racing incidents, and the associated impacts, and dynamic loading overtime can cause damage and fatigue. All precautions should be taken when mounting new and used wheels. Certified Zyglo testing should be done if knowledge and history of wheel is unknown. All mounting surfaces should be free of debris, paint, scratches, dirt, or sand. Altered mounting surfaces can change the amount of PSI it will take for a tire to mount properly.



2 | TIRE INSPECTION

Verify the tire is of the proper diameter and width for the rim. Follow all recommendations from the tire manufacturer. Never attempt to install and inflate a tire of one bead diameter, on a rim or wheel of a different bead diameter. Never attempt to mount a tire that is over width for the rim. Never attempt to install and inflate a tire on a wheel with a damaged bead flange. Use of any tire with incorrect bead size, damaged bead flange, or damaged beadlock can cause the assembly to fail and burst with **explosive force sufficient to cause serious injury or death.**



3 | WHEEL INFLATION

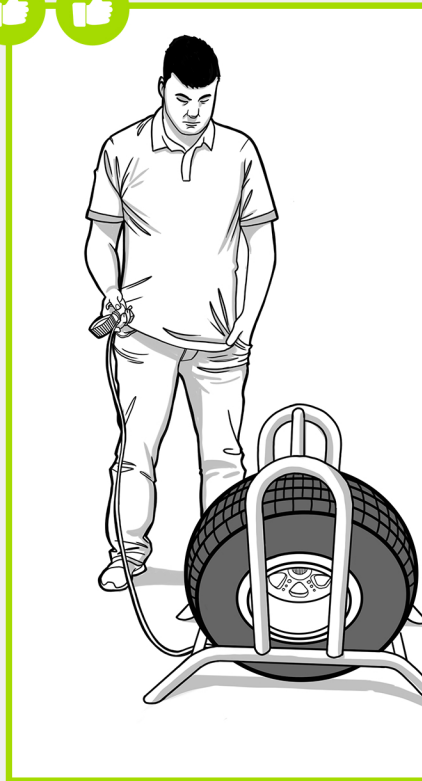
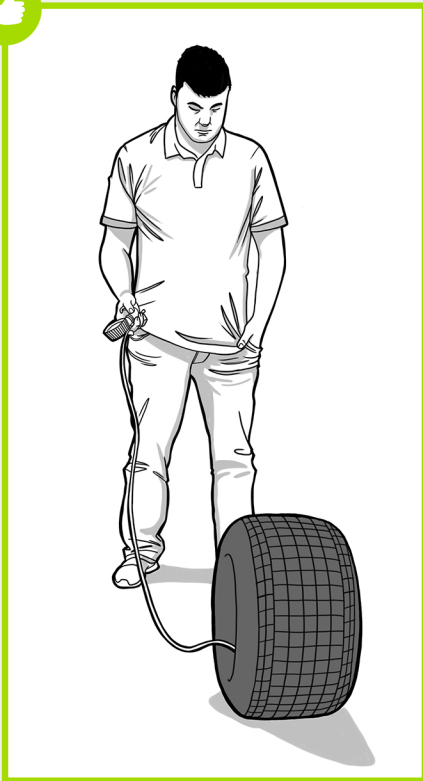
Insert the wheel into the tire with the beadlock facing up. Make sure the tire bead is positioned in the drop center of the wheel or it may be difficult to get started. Position the outer beadlock ring over the tire bead. Apply anti seize to bolt threads before installing the beadlock bolts. Start 4 bolts by hand in the 12, 3, 6 and 9 o'clock positions. Continue installing the remainder of the bolts tightening each bolt in a criss-cross pattern until they are all finger tight. Begin tightening the bolts in a crisscross pattern until each bolt is tight to (18ft-lbs). On the opposite side of from the beadlock, clean the rim and lubricate the tire bead with tire mounting lubricant specifically designed for that use. Use an ample amount of lube to ensure tire and rim are thoroughly lubricated.

Beadlock Bolt Torque Value: (5/16x18 = 18ft-lbs) (1/4-20x1 = 10ft-lbs)



4 | WHEEL INFLATION

Tire mounting should be done only by trained personnel using proper tools and procedures. Failure to follow safe mounting procedures could cause the wheel or tire to burst with enough **explosive force sufficient to cause serious injury or death**. Secure wheel in a safety cage or tie down on rim mounting machine. Only use the designated valve core supplied in the wheel for air inflation. Do not use a bleeder or modified device for inflation. Use a regulated air source set not to exceed 30 PSI output. Never use high pressure vessels intended for gases to inflate tires. Use a clip on chuck with an in-line valve and pressure gauge, on a remote inflation/deflation device. Have enough air hose to stay a safe distance from the wheel assembly. **Never stick your hands arms or body near the wheel while seating the beads.** Never exceed 30PSI. Wheel dimensions are engineered for the tire to bead at approximately 15PSI. If bead movement does not start evenly, stop and release air remotely to 0 PSI before reposition the tire and starting over. If the tire does not mount at 25PSI, stop all mounting procedures and contact the tire and wheel manufacturer. Absolutely never go over 30PSI to stretch tires so they grow in size. If a tire is not the correct diameter remove it and get the correct tire size you desire. After tire is beaded successfully, release air to desired operating PSI and remove from cage. Set bleeders and you're ready to race.



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