Dayton Wheel Concepts
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Installation Instructions for Dayton Bolt-On Wheels

Warning:

Read before mounting tire 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 tubetype wire wheels Stud length exceeding one and one-eighth inch (> 1 $^{1}/_{8}$") 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.

Before Mounting Tires on Wheels

1. Inspect hubs and brake drums for any obstructions, (lock clips, rivets, balancing weights, etc.). Remove or resolve any obstruction that 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. ***Caution***- when using oversize tires, the use of a spacer may only serve to transfer the interference from the suspension to the fenders. Inspect to verify that this condition is not present.
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 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:
    - 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.
    - Minimum thread engagement must be at least one times the diameter of the stud i.e., the typical thread engagement for a ½" X 20 thread would be a minimum of ½" of thread. Again, if spacers are used, be certain that the spacer is in place during this inspection.

Important:
Be certain that you use the proper Dayton Wheel Concepts lugs for your specific Dayton Wire Wheel. Use of any other lug nut will void your warranty.

Tire Mounting Information
Follow tire manufacturers rim width recommendations when installing tires.
Install air valve stem on *tubeless wheels*. Use care to insure proper fit and non-leakage.
Tubes must be used on tubetype wheels. Follow tube manufacturers recommendations for proper size and.
Use of power operated tire mounting equipment should be avoided in order not to mar or damage wire wheels.
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 front wheels and rear wheels.
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.

Mounting of Tire and Wheel To The Vehicle:
Under no circumstances should high-powered impact wrenches be used to secure lug nuts, as this cause wheel damage and can also result in improper lug-nut torque.
Do not lubricate the lug nuts or stud threads.
Run all lugs up fully before tightening.
Tighten all lug nuts using a criss-cross pattern to assure the even distribution of pressure while tightening the lug nuts.

TORQUE SPECIFICATIONS

LUG NUT SIZE	TORQUE/ FT. LBS.
3/8"	45
7/16"	60
1/2"	75
12mm	70
14mm	85

Retorque after 25 miles

Once installed, wheels should rotate freely by hand with no rubbing or interference.

Tire Balancing
The direct bolt type wheels can be spin balanced on the car or can be balanced off the car using most electronic machines. If machine balanced, a cone is used only on the backside and a flat plate is used on the front side. See separate instructions concerning balance.