CAST ALUMINUM WHEEL ADAPTER
INSTALLATION INSTRUCTIONS

IMPORTANT NOTES - READ FIRST

- DO NOT ATTEMPT TO MODIFY ADAPTER. NEVER REMOVE FACTORY INSTALLED STUDS. Alteration or improper installation is dangerous and will void warranty.
- DO NOT USE IMPACT WRENCH.
- WARRANTY DOES NOT COVER INSTALLATION OF WHEELS WITH MORE THAN 1" OFFSET *(the distance tire is moved out and measured between wheel mounting face and rim center line)*. Excessive offset results in unsafe conditions, fender clearance problems, wheel bearing wear, and excessive strain on the adapter.
- MAG WHEEL NUTS - Check thread and length. Nuts must not bottom out on adapter before wheel is tight. Any nuts used must have minimum of 9/16" effective thread length. On open-end lug nuts, the end of the lug bolt must be flush or extend beyond the lug nut.

INSTALLATION INSTRUCTIONS

1. Check wheel for burrs, rivet heads or other obstruction which could prevent proper seating of the adapter.
2. Mount adapter to hub and torque to specifications ***DO NOT USE IMPACT WRENCH!***

   TORQUE SPECS | 7/16" Studs = 70-75 lb/ft
   1/2"Studs = 80-85 lb/ft
3. Check that wheel and tire clearance allows for full steering (lock-to-lock). Check for adequate tire to fender clearance when vehicle is loaded.
4. Balance wheels.
5. Check and re-torque all lug nuts every 2000 miles.

WARNING: For normal passenger car use only. Do not use on truck's or suv's. Not for off-road racing or other non-standard applications. Do not use more than one adapter or spacer per wheel. Do not use with wheels over 16" in diameter or with low profile tires. Never remove factory installed studs.

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