009 Series Beadlock Wheel Instructions

INSTALLING THE TYRE

Installing the tyre onto the rim can be tricky and extra care must be taken during the assembly and disassembly process to prevent unnecessary damage from occurring to the rim. This beadlock wheel is designed to be used with a Mickey Thompson tyre or any other brand with a similar sidewall thickness.

1. Inspect the tyre bead and the wheel's beadlock flange for any damage, wear or foreign particles such as dirt or swarf that may interfere with fitment or sealing ability.
2. Before proceeding, lubricate the outside edge of the tyre bead with a rubber lubricant to aid in assembly with the tyre.
3. Position the wheel inside the tyre and push the rim through. Once the rim is sitting inside of the tyre, push the bead of the tyre over the outside edge of the beadlock flange (shown in figure 1). A tool such as a flathead screwdriver may be needed to pry the tyre over this edge.
4. Ensure the bead of the tyre is seated around the whole edge of the rim to prevent damaging or pinching the tyre when installing the beadlock ring.

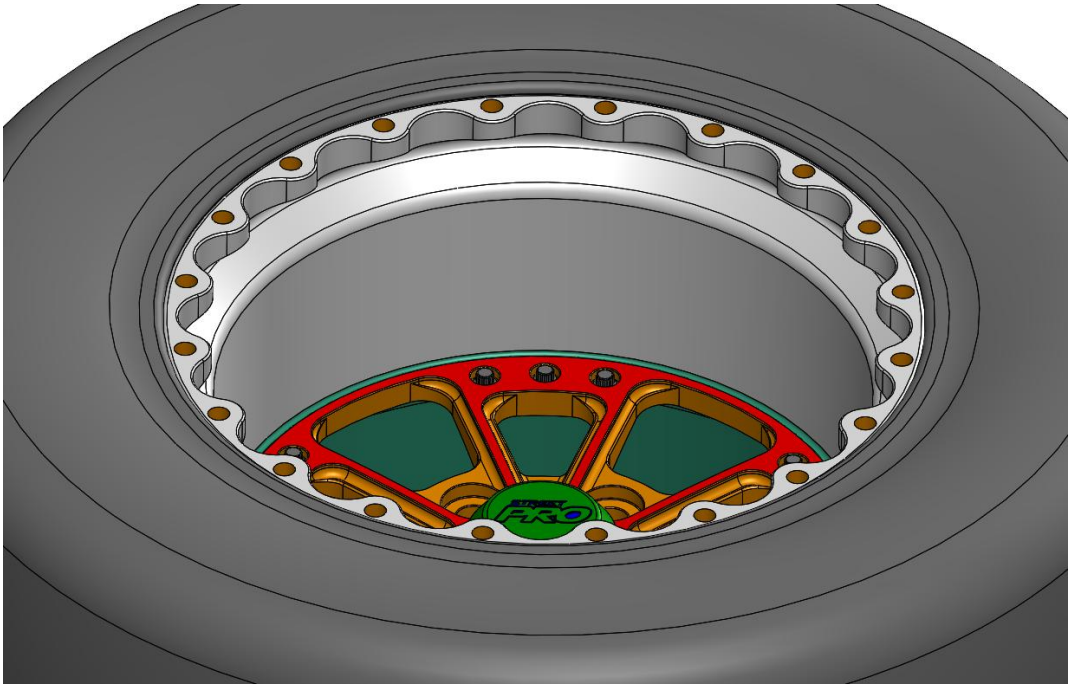

Figure 1

INSTALLING THE BEADLOCK RING

1. Prepare each of the included beadlock bolts with anti-seize before proceeding with installation.
2. Position the beadlock ring over the tyre bead. Start 4x bolts + washers by hand in the 12, 3, 6 and 9 o'clock positions. You may need to use a longer 5/16" bolt to first start these bolts and then replace them with the included 1.00" long bolts after the other bolts have been started.
3. Continue this process by starting each of the remaining bolts by hand. Ensure to use the included flat washers.
4. Begin tightening each bolt with a speed wrench in a criss-cross pattern until they are all hand tight.
5. Torque each bolt in a criss-cross pattern firstly to 50 in-lbs (4 ft-lbs / 5.5 Nm), and then to 100 in-lbs (8 ft-lbs / 11.5 Nm) and then to 150 in-lbs (12.5 ft-lbs / 17 Nm).
6. Begin torquing each bolt in a clockwise pattern to 175 in-lbs (14.5 ft-lbs / 20 Nm) and then to a final torque of 221 in-lbs (18 ft-lbs / 25 Nm). The beadlock ring should sit flat with the beadlock flange on the rim as shown in figure 2 with little-to-no gap in between the beadlock ring and the flange on the rim.

NOTE: Please do not confuse the above torque figures which are in both in-lbs and ft-lbs.

Figure 2

REMOVING THE BEADLOCK RING

Extra care should be taken when dismantling the tyre from the beadlock wheel to prevent damage or personal injury.

1. Remove the wheel from the vehicle and deflate the tyre completely by removing the valve stem.

   WARNING: Failing to deflate the tyre before removing the beadlock ring bolts can cause SERIOUS PERSONAL INJURY OR DEATH.

2. Begin loosening each beadlock bolt one turn in a cross-cross pattern until they are all broken loose.
3. Remove the bolts and washers and remove the beadlock ring from the rim assembly.

BEADLOCK MAINTENANCE

Check the torque setting of each bolt regularly and ensure that they are always at 18 ft-lbs. Examine the beadlock ring each time for any evidence of distortion. If you notice the beadlock ring has started to distort, the beadlock ring will need to be replaced as it will not effectively clamp the tyre and will cause tyre pressure loss. Ensure to check the tyre pressure regularly and maintain as required.

WARNINGS

Tyre mounting should be done only by trained personnel using proper tools and procedures. Failure to follow safe mounting procedures could cause faulty positioning of the tyre and cause the assembly to burst with explosive force sufficient to cause SERIOUS PERSONAL INJURY OR DEATH. Always inspect tyres for kinked beads or other possible damage that may have occurred in shipping or storage. Tyres shall be inflated outside a restraining device ONLY to a sufficient pressure to force the tyre bead onto the rim ledge and create an airtight seal with the tyre and bead.

Verify correct wheel and tyre bead flanges. All wheels and tyres are manufactured to the Tyre and Rim Association specifications and tolerances. Consult your specific manufacturer to determine if your rim and tyre can be used in this application. Never attempt to install and inflate a tyre of one bead diameter on a rim or wheel of a different bead diameter. Never attempt to install and inflate a tyre on a wheel with a damaged bead flange. Use of any tyre with incorrect bead size, damaged bead flange or damaged bead bundle can cause the assembly to fail and burst with explosive force sufficient to cause SERIOUS PERSONAL INJURY OR DEATH. When seating beads, never exceed maximum bead seating pressure as moulded in tyre sidewall. Never exceed manufacturer's maximum inflation pressure.