

**Fitting instructions and guarantee registration UPDATED 02/02/08 Knock off type wheels .**

When installing the wheels and hub adapters it is essential that a **qualified mechanic/mechanical engineer** completes the installation and the following is complied with to ensure vehicle safety.

**1) Test fit hub adapters and wheels to ensure backspacing etc is correct for your vehicle before having tires mounted, changing wheel studs etc.**

**VINTAGE WHEELS WILL NOT ACCEPT RIMS FOR RETURN IF DAMAGE HAS OCCURRED DURING TIRE FITMENT. –use a tire fitting shop that specializes in scratch free installation.**

Vintage Wheels will accept **returns** if for some reason the wheels do not fit, provided the return is **pre approved** and the goods are in perfect condition and returned in the original or suitable packing.

**2) Fitment of Adapters**

The adapters supplied by Vintage wheels have a center spigot (pilot hole) sized correctly to fit a wide range of hubs with 2.75 inch spigots.

Our order forms request that the customer measures the hub spigot diameters and if different from the standard measurements the adapters are re sized accordingly., there may be an up charge..

Please also note that some aftermarket hub , rotor and axle components differ dimensionally from OEM equipment.

**Do not use adapters which are not correctly sized as described above otherwise they will not index correctly and you may experience wheel balancing problems.**

Adapters are stamped R for right hand thread (tightens clockwise) and L for left hand thread (tightens counter clockwise) **THE RIGHT HAND THREAD IS MOUNTED TO THE LEFT SIDE OF THE VEHICLE AND VISA VERSA** (looking from the rear of the vehicle)

**3) Drive pin lugs**

These must be installed using low strength thread locker and tightened as follows. The recommended torque setting for a ½ inch x 20 wheel stud is 85 ft lb. 12mm 80 ft lb , 7/16 inch 80 ft lb

Do not exceed these torque settings and ensure that the lugs are tightened evenly and diagonally.

**Ensure the length of the wheel stud into the drive pin lug (adapters in place) uses all of the internal thread and also allows full engagement of a 12 mm hex socket to torque the lugs (Shorter than stock studs may have to be used. )** Wheel studs used must be of the correct grade as supplied by the hub/axle/spindle manufacturer or from a reputable aftermarket wheel stud supplier. .

**Also ensure that the wheel adapters seat correctly onto the hub flange with no gap (test with 0.001inch feeler gauge).**

**4) Tri Wing Spinners**

Tri wings to be torqued using a lead hammer of around 5lbs in weight and safety wired.

**The safety wire must be pulling the spinner in the direction it tightens. Never use a rubber hammer!!!!**

A small amount of anti seize compound should be used on the mating surfaces of the wheel and the tri wing.

Security of tri wings must be checked regularly and immediately following the first short test drive.

**Adapters , tri wings spinners and wheels from different manufacturers may not interchange and must be checked by a certified engineer for compatibility before installation.**

**5) Tires used on the wheels must be correct for the width of the rim and the speed rating of those tires is not to be exceeded.**

Knock off wheels of this design may not be legal in your state the onus is on the customer to confirm.

Any components supplied by Vintage Wheels Inc including but not limited to wheels , tri wings, hub adaptors, drive pins, must not be modified in any way ,this could compromise the safety of the component.

**SPACERS OF ANY KIND MUST NOT BE USED WITH OUR WHEEL/ADAPTER KITS.**

**Please sign and return this form to confirm that you have read and fully understand the install procedure and to validate your guarantee and mail to address below or fax to 858 720 0459.**

Name

Signature

date

Tel (619) 952 4717 email [vintagewheel@aol.com](mailto:vintagewheel@aol.com) [www.vintagewheelsUS.com](http://www.vintagewheelsUS.com) Fax (858) 720 0459

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