



Balancing Weld Racing wheels

The most accurate way to balance a wheel and tire is to balance the package on the balancer in the same manner that it centers on the vehicle. A **hub centric** wheel is a wheel that has the same hub bore size as the vehicle and centers itself using the center hole in the wheel. A **lug centric wheel** centers on the vehicle using the lug nuts allowing the wheel to fit many vehicles instead of a select few. **All Weld Racing wheels are lug centric.** This means that they require a lug-centric adapter during dynamic (spin) balancing. A lug centric adapter plate should be used in place of the centering cone. The fingers on the adapter plate must be properly positioned so they line up with the lug holes in the wheel. The approved lug nuts for the Weld Racing wheel model should be used to fasten the wheel to the lug centric adapter plate. This is necessary to appropriately center the wheel on the wheel balancer shaft. If this is not done, the results will not be as accurate or repeatable.

After the first 25 to 50 miles, re-torque all lug nuts.

Recommended lug nut torque:

7/16 Wheel stud = 75-85 ft-lbs

1/2 Wheel stud = 85-95 ft-lbs

5/8 Wheel stud = 130-140 ft-lbs

12mm = 90 ft-lbs

14mm = 110 ft-lbs

Weld Racing does not recommend the use of lubricant when installing lug nuts.