

WELD®

ENGINEERING
PERFORMANCE



Double Bead-Loc™ Tire Mounting Instructions

Extra care should be taken when mounting and dismounting a tire on a double Bead-Loc™ wheel to promote the longevity and the performance of the Bead-Loc™ rings.

1. Position the wheel inside the tire.
2. Inspect the tire bead and wheel's bead flange for any damage, wear, or foreign particles, such as dirt.
3. Slide the tire bead onto the wheel's welded on Bead-Loc™ flange. A flat screw driver may be required to assist in this process.

Once the wheel is positioned within the tire and the tire bead is resting on the Bead-Loc™ weld-on wheel flange, you are then ready to install the bolt-on Bead-Loc™ rings.

Installation of the bolt-on Bead-Loc™ ring uses a technique similar to that of installing a cylinder head.

1. Position the bolt-on ring over the tire bead.
2. Prepare each Bead-Loc™ bolt with Anti Seize before installing.
3. Start 4 bolts by hand in the 12, 6, 3, and 9 o'clock positions. (It may be necessary to use 1.5" to 2.0" long bolts at first to start these 4 bolts and then replace them with the enclosed 1.25" long bolts after the rest of the bolts have been started.)
4. Continue to start the remaining bolts by hand.
5. Begin tightening each bolt with a speed wrench in a criss-cross pattern until they are "finger tip" tight.
6. Continue tightening the speed wrench in a criss-cross pattern until each bolt is "hand" tight.
7. Torque each bolt, in the criss-cross style pattern to 50 in/lbs, then 100 in/lbs, and then 150 in/lbs.
8. Begin torquing each bolt in a clockwise or counter-clockwise pattern to 175 in/lbs and then to a final torque of 221 in/lbs (18 ft/lbs).
9. Once all of the bolts have been tightened to 221 in/lbs (18 ft/lbs) check the torque once more to verify each bolt is at 221 in/lbs (18 ft/lbs).
10. Weld Racing advises marking the tire and wheel to check for any tire slippage.

Check the Bead-Loc™ bolt torque after your first run and every 5th run after that.

Examine your Bead-Loc™ rings during each tire installation. A ring that has a "potato chip" look to it will not hold the tire bead evenly or as effectively. Weld Racing recommends replacing a Bead-Loc™ ring that has this distorted appearance.



REKON Bead-Loc™ Tire Mounting & Dismounting Instructions

Care should be taken when mounting and dismounting a tire on a Bead-Loc™ wheel to promote the longevity and the performance of the Bead-Loc™ ring. Read all entire document and warnings before starting tire mounting.

Tire Mounting

1. Position the wheel inside the tire.
2. Inspect the tire bead and wheel bead flange for any damage, wear or foreign particles, such as dirt or sand.
3. Slide the tire bead onto the wheels outer Bead-Loc™ flange. Make sure bead is seated flat against the wheel.

Ring Installation

1. Position the bolt-on ring over the tire bead.
2. Prepare each Bead-Loc™ bolt with anti-seize before installing.
3. Start 4 bolts by hand in the 12, 3, 6 and 9 o'clock positions. (It may be necessary to use 1.5" or 2.0" long bolts at first to start these 4 bolts and then replace them with the enclosed 1.25" long bolts after the rest of the bolts have been started.)
4. Continue to start the remaining bolts by hand.
5. Begin tightening each bolt in a criss-cross pattern until they are all "finger tip" tight.
6. Continue tightening the bolts in a criss-cross pattern until each bolt is hand tight.
7. Torque each bolt, in the criss-cross pattern to 221 in-lbs (18ft-lbs).
8. Re-torque each bolt, in a criss-cross pattern to 28ft-lbs.
9. Finally check each bolt to 38ft-lbs in a clockwise or counter-clock wise pattern to verify every bolt is torqued.
10. **NOTE:** Check the Bead-Loc™ bolt torque after your first 25 miles, 100 miles, 500 miles and 1000 miles after mounting. If any bolts are found to be broken, replace them immediately.

Tire Dismounting Instructions

1. Remove the wheel from the vehicle.
2. **WARNING:** Tires must be completely deflated by removal of the valve core before dismounting loosening Bead-Loc™ bolts.
3. Begin loosening each bolt one turn, in a criss-cross pattern until they are all broken loose.
4. Repeat 1 turn loosening pattern until tire bead is no longer compressed, to prevent ring damage
5. Remove all bolts and ring.
6. Remove tire.

WARNING: TIRE MOUNTING IS DANGEROUS

Special Tire Mounting Instructions: Tire 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 tire and cause the assembly to burst with explosive force sufficient to cause **SERIOUS PERSONAL INJURY OR DEATH**. Always inspect tires for kinked beads or other possible damage that may have occurred in shipping or storage. Clean rim and lubricate beads with rubber lubricant. Always lock rim on mounting machine or place in safety cage. Tires shall be inflated outside a restraining device only to a pressure sufficient to force the tire bead onto the rim ledge and create an airtight seal with the tire and bead. Use a clip on chuck, an in-line valve with a pressure gauge or adjustable regulator and remote inflation/deflation device. Have enough air hose to stay out of the trajectory. Stand back.

WARNING: VERIFY TIRE AND RIM BEAD SIZE

Verify Correct Wheel and Tire Bead Flanges: All wheels and tires are manufactured to Tire and Rim Association (T&RA) specifications and tolerances. Some are non-standard or can be damaged from use and it is necessary to inspect the rim flange and tire bead to assure proper fit. Consult your specific manufacturer to determine if your rim and tire can be used in this application. Never attempt to install and inflate a tire of one bead diameter on a rim or wheel of a different bead diameter. Never attempt to install and inflate a tire on a wheel with a damaged bead flange. Use of any tire 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**. Use a certified wheel rim disk tape to confirm wheel rim flange size.

WARNING: BEAD / RIM SEATING

When seating beads, never exceed maximum bead seating pressure as molded in tire sidewall. Never exceed manufacturer's maximum inflation pressure. Always seat beads with wheel locked to mounting machine or placed in a safety cage. A damaged tire or wheel can fail during bead seating and burst with enough force to cause **SERIOUS PERSONAL INJURY OR DEATH**. Always use a clip on chuck, an in-line valve with a pressure gauge or adjustable regulator and remote inflation/deflation device. Have enough air hose to stay out of the trajectory. Stand back. If the beads will not seat at the manufacturer's maximum bead seating pressure, **STOP**, deflate tire, and return the tire to place of purchase.

For more information, please refer to the manufacturers' warnings molded onto tire sidewalls, printed on the tire labels.