

# TRAILREADY HD DUAL INTERNAL BEADLOCK WHEEL INSTALLATION PROCEDURES

Parts included:

- 1) Wheel
- 2) Aluminum Lock Ring
- 3) 24 ea. 1-1/4" 5/16" grade 8 bolts
- 4) 24 ea. Plated 5/16" Washers
- 5) 4 ea. 1-3/4" starter bolts
- 6) 1 ea. Valve stem
- 7) Vinyl Insert
- 8) Square O-ring

Tools Required:

- 1) 1/2" socket and ratchet
- 2) Valve Stem Install tool
- 3) Anti-Seize
- 4) Valve stem core remover
- 5) Tool for trimming insert width as needed

## IMPORTANT NOTE:

BEFORE YOU MOUNT YOUR TIRES TO THESE WHEELS

CHECK FIT THE WHEELS TO YOUR VEHICLE AND CHECK FOR PROPER FIT. CHECK FOR INTERFERENCE WITH BRAKE CALIPERS. CHECK FOR INTERFERENCE WITH BRAKE RETAINER CLIPS AT THE WHEEL STUD AND BALANCE WEIGHTS ON THE DRUMS.

### Step 1 Installing the Valve Stem

Remove the two nuts, steel washer and one rubber gasket from the valve stem. Install stem in wheel from the outside (finished side) of the wheel. Push on rubber gasket followed by steel washer with the domed side away from the gasket. Thread on one nut and tighten until rubber gaskets begin to bulge. DO NOT OVER TIGHTEN. Thread on the second nut and tighten against the first without over tightening the first. Back out and reinstall the valve core to insure it is tight.

### Step 2 Installing the tire insert

Determine the correct spacer width. Measure the inside dimensional width of the wheel with the Beadlock ring installed and subtract the two tire bead thickness'. This is your desired

insert width. The inserts are shipped for the thinnest common tire bead size and may already be the correct width. You can cut the insert to width using a table saw, portaband, or jig saw. Push nylon spacer into ob-round shape and push into tire. Rotate until spacer can be pushed into tire so that the spacer creates a cylinder that spans from tire bead to tire bead.

### Step 3 Installing the O-ring.

Gently insert the provided O-ring around the deepest square groove in the back of the Beadlock ring until it is completely in the O-ring groove. Using a small dull tool, make sure the O-ring is completely at the bottom of the groove and flat.

### Step 4. Installing tire/spacer assembly

Set wheel face up on a solid surface or 5 gallon bucket. Use a soapy solution to lubricate the back bead of the tire. Slide the tire/spacer assembly down as far as it will go.

### Step 5. Installing the Lock Ring.

With the pocketed holes facing away from the tire, index the valve stem relief (for Rock Ring or World Series Rings) to the valve stem and center all the holes over the wheel bolt flange holes. Push the ring evenly down into the tire. Use the four starter bolts located evenly around the ring to evenly pull the ring down into the rim until the standard bolts can be started, and then exchange the starter bolts for standard bolts. Using a cross hatch pattern, tighten all bolts, in steps a few ft.lbs. at a time, until 22 ft.lbs. is achieved.

Step 6. Inflate the tire to the desired air pressure. Do not exceed the tire manufacturers recommended air pressure.

**CAUTION: UNDER NO CIRCUMSTANCES IS THE TIRE TO BE INFLATED WHEN THE LOCK RING IS NOT PROPERLY SECURED PER STEP 5. ALWAYS REMOVE VALVE STEM CORE BEFORE REMOVING LOCK RING.**

## Operation and Maintenance

Trailready Beadlock wheels are designed for extreme off hiway use. When properly mounted and maintained, they will provide years of trouble free use in the most extreme off-highway environment. It is recommended that the operator visually check the beadlock bolts after each use. In any beadlock system, torque from the loads placed on the tire is transferred through the beadlock clamp to the bolts and can cause even grade 8 bolts to break from time to time. When changing tires, do not reuse existing hardware.

### LUG NUT TORQUE

Use the dry wheel lug torque values specified in the chart below. Since the vehicle may have been originally equipped with steel or forged wheels, the original specs may not be correct for aftermarket wheels. Since the thickness of an alloy wheel can differ from Original Equipment wheels, also verify that the lug nuts or bolts will engage the threads. Refer to the chart below to determine the number of turns or the depth of engagement typical for your stud or bolt size.

Lug Stud Size	Typical Torque Range Ft/Lbs	Minimum Number of Turns of Hardware Engagement
12 x 1.5 mm	70 - 80	6.5
12 x 1.25 mm	70 - 80	8
14 x 1.5 mm	85 - 90	7.5
14 x 1.25 mm	85 - 90	9
7/16 in.	70 - 80	9
1/2 in.	75 - 85	8
9/16 in.	100-110	8

NEVER ADJUST TORQUE ON BEADLOCK BOLTS WHILE TIRE IS INFLATED. NEVER RE-TIGHTEN BOLTS AFTER INITIAL INSTALLATION. IF BOLTS COME LOOSE, REMOVE THE VALVE CORE AND REPEAT STEP 5 WITH NEW BOLTS.