



## Stop! Please do not mount tires on your wheels until you read these important instructions!

1. TEST-FIT your new wheels on your car before you mount tires.

No matter who may be at fault, mounted wheels are not returnable.

2. Review your mounting instructions prior to visiting the installer.

3. *Your new wheels are LUG-CENTRIC not HUB-CENTRIC. They should be*

*balanced with a finger attachment not a cone in the front.* The use of a cone in the front will result in the wheel wobbling and the installer will not be able to properly balance the wheel. Your new wheels have been carefully tested before shipment and are built to strict tolerances. Don't let an installer who does not have correct equipment or experience tell you otherwise. Inexperienced installers can also harm your wheel or damage the inner-liners causing air leaks. Use a touchless type system. Make sure the installer has calibrated his balancer and that the wheel is properly centered before balancing.

4. Avoid having these wheels balanced at shops that do not have proper equipment or the experience with wire wheels to balance them correctly. Shops that regularly mount and balance custom wheels, hot rod wheels, Jaguars, Mercedes and high-end wheels will have no trouble with the installation. The most problems we run into are due to inexperienced installers with improper equipment.

Call us at 760-731-8301 for help finding an installer or for trouble-shooting. - Motorspot, Inc.



This is a cone type attachment and is not recommended for balancing a wire wheel from the front. It will cause the wheel to wobble and make the wheel difficult to balance properly. You can use a cone on the back-side of the wheel for centering purposes.

This is a **finger attachment** as used on a modern balancing machine. This is the proper way to balance a wire wheel. A static not dynamic setting should be used. Ask the installer to match the wheel and tire's high and low spots. A cone should be used from the rear only for centering purposes.

