



Race and Road™

ALLOY WHEEL & TYRE EXPERTS

WHEEL & TYRE EXPERT HELP FITTING GUIDE

HELP: FITTING YOUR NEW WHEELS & TYRES

Thank you for purchasing your wheels from Race and Road. If you are fitting your new wheels & tyres yourself, please use this free guide to assist you.

WHAT YOU WILL NEED...



TORQUE WRENCH
& SOCKET



LIFTING DEVICE



VEHICLE MANUAL

STEP ONE what's in the box?

Open your packages and check you have everything you need...

If you have ordered wheels & tyres, you will find 4 wheels fitted and balanced with your choice of tyres. In one of the packages in the back of one of the wheels you will find a fitting kit (if required) along with any extras that you ordered. The contents of your fitting kit will depend on the wheels you ordered, you may receive: nuts/bolts, spigot rings, cap bolts and keys, tuner (thin) nuts/bolts and keys and hubcentric spacing parts. Everything we supply you should be used to fit your wheels & tyres to your vehicle.

Nuts/Bolts: You may receive either 16 or 20 nuts/bolts (depending on number of studs and required fixings). The seating of the nuts/bolts should match the seating shape of the stud holes in the wheel to ensure maximum contact.

Spigot or 'O' Rings: These are common parts used for fitting aftermarket wheels to your specific vehicle. Some more exclusive brands cut the back bore of the wheel to fit perfectly with specific vehicles. Most manufacturers however produce a universal back bore and use spigot rings to precisely centralise the wheel on the hub of your vehicle. These rings can be aluminium but are usually made of nylon.

Centre Caps: Usually centre caps are clipped into your wheels already, however, if the caps require bolting on we will wrap them separately and send them with the appropriate bolt and key for you to do yourself once the wheels are fitted.

Spacers: When required, we will only ever use hub centric spacers and you will be made aware of this requirement. Spacers have a bad name but they are no different provided the correct parts are used. The largest manufacturer in Europe produce their very own hub centric spacer kits to enlarge the application list of particular wheels. The fact is that most wheels do not need any kind of spacer kit.

Check you have everything that's on your invoice or delivery note. If your delivery note states 'FITTING KIT NOT REQUIRED. USE MANUFACTURERS OE FIXINGS' then it is likely that you will not require these. Basically we include everything you need to fit the wheels to your vehicle. If you are ever in doubt, please contact us to confirm.



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STEP TWO

Preparations

Just before you start....

Provided you have everything required as per part 1, you can now begin to prepare to fit your new wheels.

2.1: Refer to your manual to note the recommended tyre pressures and torque settings from your vehicle manufacturer.

2.2: Locate any fixing removal tools from your vehicle tool kit including nut/bolt cover removers and locking nut/bolt keys.

2.3: Locate a suitable jack. The jack supplied with your vehicle is suitable, but a trolley jack is preferred. (Available from RaceandRoad.com)

2.3: Locate a suitable wheel brace/ torque wrench. The brace supplied with your vehicle is suitable for wheel removal.

2.4: Ensure you have a level, clean working space, plenty of light, plenty of time and all safety aspects are considered.

2.5: Ensure that your vehicle is braked and unable to move freely.

STEP THREE

Removing a Wheel

3.1: Decide on a wheel to begin with.

3.2: Locate the jacking point on the car using the vehicle manual for this wheel.

3.3: Carefully place the jack in the correct position under the vehicle and tighten against the jacking point enough to take the weight of the vehicle, but not lifting the vehicle at all.

3.4: Ensure the vehicle is stable.

3.5: Proceed to use a brace or wrench to loosen the first, tight part of the thread only on each bolt starting with the locking bolt.

3.6: Now return to the jack and lift the car so that the wheel is raised to a suitable height from the ground.

3.7: Remove all wheel bolts taking care not to allow the wheel to drop from the hub once the last bolt is removed.

3.8: Remove the original wheel from the vehicle.

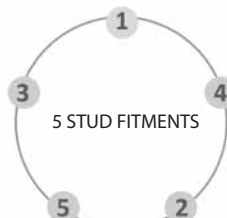
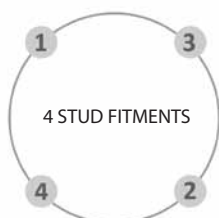
3.9: With the original wheel removed you need to clean and prepare the hubs for the new wheels. You should take time to clean any rust or debris from the wheel hub. Once clean, you have the option of applying a small amount of copper grease to the hub face to assist with future wheel removal. You will be able to obtain this from your local motor factors.

STEP FOUR

Fitting a New Wheel

4.1: With your hub prepared you need to select the wheel you will be fitting. When selecting the wheel you need to check the tyre rotation and in some cases whether you have a front or rear wheel. Tyres should be fitted so that the rotational arrow on the tyre wall follows the forward travel of the vehicle. Offside or Drivers side tyres should rotate clockwise in forward travel and nearside or passenger side tyres should rotate anti-clockwise in forward travel.

4.2: Once you have selected the correct wheel for the location you are fitting take it and the relevant fixings to the car. If provided you should also take one of the spigot rings and insert it into the rear centre bore of the wheel. The spigot ring is tapered to allow it to be inserted and has tabs that clip into the wheel. Place the wheel on to the hub of the car. Whilst keeping the wheel mounted on the hub insert the first wheel bolt and tighten to a "finger thumb" tightness. Do the same for all bolts until the wheel is held in place correctly. If you ordered locking bolts you should substitute one normal wheel bolt for one locking wheel bolt at this time. You then need to tighten the wheel bolts according to the diagrams below. Do not tighten the wheel bolts to their full torque requirement at this stage.





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4.3: Once all the wheel bolts are tight you should test spin the wheel to make sure that nothing from the vehicle catches or provides an obstruction. Such as wheel spokes hitting the brake callipers. Once you are happy the wheel fits and rotates without issue you can slowly lower the vehicle on the jack so the tyre makes contact with the ground providing enough resistance to further tighten the wheel bolts. Once you have tightened to bolts further you can proceed to lower the vehicle complete and remove the jack.

4.4: Now the vehicle is back on the ground you can fully tighten the wheel bolts to the recommended torque level.

4.5: Repeat the above procedure for the remaining wheels.

STEP FIVE First Drive

5.1: When driving on new wheels and tyres you need to take care for the first 200 miles to allow the tyres to “bed in”. When manufactured tyres have a lubricated coating to allow them to be removed from the moulds and this needs to wear off. It is advised that you take extra care when driving on newly fitted tyres. Once you have completed the first 200 miles we recommend you check the torque level on all wheel bolts. If required re-torque the bolts to the recommended levels.

Re-torquing the wheel bolts is also recommended once the first 500 miles is completed. After this mileage period you should periodically check the wheel bolt torque along with your other weekly/monthly vehicle checks.

STEP SIX Wheel Care

6.1: You should keep your wheels as clean as possible. We recommend wheels are cleaned at least once every two weeks and more regularly if you cover higher than average mileage. Regular cleaning prevents the build up of harmful brake dust. Although your new wheels have a tough outer coating without care the coating would eventually fail. Regular cleaning avoids any risk of damage to the outer coat.

6.2: You should clean your wheels when they are cold. This will avoid risk of injury from hot brake discs etc. We recommend you use the same cleaning product that you would use for your cars body and with regular cleaning this should be sufficient. If this product fails to clean the wheels then you should use a Non acid based wheel cleaner. Acidic wheel cleaning products will invalidate your wheels paint finish warranty. Periodically you should remove your wheels and clean the insides of the rims removing road debris such as tar deposits. It is also recommended to wax your wheels, again with the same products as the vehicle body, this helps to protect the outer coating of the wheel and makes the wheels much easier to clean. Again repeat this periodically.

STEP SEVEN Tyre Care

7.1: You should check your tyres and tyre pressures weekly. You should inspect tyres for any defects, such as punctures, tyre wall bulges or rips. You should check the tyre tread depth. The UK legal limit is 1.6mm across 75% of the tyres tread. Failure to check this can lead to a fine and points on your license. Equally you should check and maintain the correct tyre pressures so your tyres perform at their optimum.

7.2: If you feel your tyres are nearing the legal limit you can contact us for advice on replacement tyres.