



Dayton Wheel Concepts

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Installation Instructions for Dayton Knock-off Wheels

Warning:

Read before mounting tire on wheels. Wheels cannot be returned for fitment reasons after tires have been mounted. Power assisted tire changers can cause damage to wheels. Tubes must be used with tubetype wire wheels. Stud length exceeding one and one-eighth inch ($> 1 \frac{1}{8}$ ") will not allow wheels to be tightened properly. Radial tires must be remounted on the same side of the vehicle they were removed from. Do not change direction of rotation. Do not inflate over 50 psi (40 psi in California). Read and observe all warning and instruction labels affixed to wheels.

WHEELS CAN DETACH FROM CAR WITHOUT WARNING IF YOU:

1. Use studs longer than 1-1/8" (Item B).
2. Install adapters on wrong side of car (Item B).
3. Use parts that are worn out (Item C).
4. Fail to tighten caps (Item G).
5. Tow vehicle backwards.

Clean hubs

Inspect hubs and brake drums for any obstructions, (lock clips, rivets, balancing weights, etc.). Remove or resolve any obstruction that prevents a flush fit between the wheel and axle hub.

Install Adapters

Check stud length. If the stud is longer than 1-1/8" long cut the stud to shorten or use a spacer behind the adapter.

To install adapters correctly place hub adapter marked "left", and with white mesh thread guard, on left side of car. Hub adapter marked "right", and with red or brown mesh thread protector, must be installed on right side of car. **THIS IS IMPORTANT! DO NOT INSTALL ANY OTHER WAY!**

After hub adapters have been placed on hubs, be sure that adapter plate fits flat against hub and brake mounting pad. If there is any interference point of contact must be found and any high point removed. If this is not done wheels will not run true when installed.

When tightening lugnuts:

1. Under no circumstances should high impact wrenches be used to secure lugnuts as this can cause damage to the adapter and can result in improper lugnut torque.
2. Minimum thread engagement must be at least one times the diameter of the stud i.e., the typical thread engagement for a 1/2" X 20 thread would be a minimum of 1/2" of thread. Again, if spacers are used, be certain that the spacer is in place during this inspection.
3. Do not lubricate the lugnuts or stud threads.
4. Run all lugs up fully before tightening.
5. Tighten all lugnuts using a criss-cross pattern to assure the even distribution of pressure while tightening the lugnuts.
6. Once installed adapters should rotate freely by hand with no rubbing or interference.
7. Remove plastic mesh thread protectors.
8. Apply a thin coating of grease to threads of adapter. Also, place a thin coating of grease on taper or bevel on back of the knock-off caps and in the cap threads. Keep dirt away from knock-off cap threads.

TORQUE SPECIFICATIONS

LUG NUT SIZE	TORQUE/ FT. LBS.
3/8"	45
7/16"	60
1/2"	75
12mm	70
14mm	85

Retorque after 25 miles

Important:

Be certain that you use the proper Dayton Wheel Concepts lugs for your specific Dayton Wire Wheel. Use of any other lug nut will void your warranty.

Tire Mounting Information

Follow tire manufacturers rim width recommendations when installing tires.

Install air valve stem on tubeless wheels. Use care to insure proper fit and non-leakage.

Tubes must be used on tubetype wheels. Follow tube manufacturers recommendations for proper size and.

Use of power operated tire mounting equipment should be avoided in order not to mar or damage wire wheels.

Begin tire installation procedure by mounting only one tire and again checking on the vehicle for suspension and fender clearances. Clearances should be checked at front wheels and rear wheels.

Do not over-pressurize to seat tire beads. Under no circumstances should 50 P.S.I.G. (40 P.S.I.G. in California) be exceeded.

Fit Wheels

Place wheels on adapters and push firmly toward the back of the adapter. When the rear of the wheel center is sitting on the back of the adapter, rock the wheel so that the drive teeth engage completely and firmly. Do not use wheels or adapters if teeth become worn down.

Thread On Cap

Thread knock-off caps on the adapter. Markings on caps indicate proper tightening direction. "Left side" caps must be used on the left side of car and "Right side" caps must be used on right side of car.

Tighten Caps

While car is still on jacks run the knock-off caps up tight. Two-eared and 3-eared caps must be tightened with a Dayton Wire Wheel lead hammer. Octagon, Dome, Diamond, and OTD caps must be tighten with the appropriate wrench and lead hammer. Wrench tightening alone is not sufficient.

Test

Spin wheels by hand to make sure there is no rubbing against brake calipers. Also, rock wheel assembly to verify that the knock-off cap has seated completely in the wheel. No looseness should be noticeable.

Retighten Caps

Lower the car and hammer the caps until there is no movement under the hardest blow of the hammer. After the car has been run 25 miles, be sure to re-check the knock-off cap for tightness. The wheels seat themselves on the adapters after the initial run-in and knock-off caps can be tightened further. **THIS IS IMPORTANT.** Knock-off caps must be very tight to prevent wear of the drive teeth. Continue to tighten knock-off caps every 100 miles for the first 500 miles.

Then check tightness every few weeks. **WIRE WHEELS** should always be checked for tightness of knock-off caps regularly.