

RIM ASSEMBLY INSTRUCTIONS:

A) TORQUES:

ASSEMBLY NUT:  $135 \pm 7$  N-M [ $99.6 \pm 5$  FT-LB]  
VALVE:  $20 \pm 0,6$  N-M [ $175 \pm 5$  IN-LB]

B) ENSURE O-RING IS CLEAN AND FREE OF DEBRIS PRIOR TO O-RING INSTALLATION.

C) START OUT ASSEMBLING NUTS BY HAND FOR FIRST 1-2 THREADS.  
HEX FLATS ON BOTH PIECES OF ASSEMBLY NUT MUST BE ALIGNED.

D) TO DISASSEMBLE NUTS, TURN BOTH PIECES OF NUT COUNTERCLOCKWISE.

FOR MANUAL ASSEMBLY:

INSERT A MINIMUM 3" LENGTH M16X2.0 BOLT THROUGH THE 4 MANUAL ASSEMBLY HOLES IN THE OUTER RIM AND INTO THE 4 THREADED HOLES IN THE INNER RIM. TIGHTEN THE 4 BOLTS IN A STAR PATTERN TO COMPRESS RIM HALVES.

APPLY BALANCE WEIGHTS ACCORDING TO MANUFACTURER'S INSTRUCTIONS TO AREA INDICATED IN SECTION A-A, SHEET 2. USE HOFFMANN AUTOMOTIVE TYPE 360-2 BALANCE WEIGHTS. MAX 300 GRAMS PER SIDE.

NO REWORK ALLOWED ON BACKPAD OR BALL SEAT LUG HOLE

RIM HALVES DO NOT REQUIRE X-RAY OR LEAK INSPECTION.

TIRES MUST BE DEFLATED PRIOR TO DISASSEMBLY.

DISCARD WHEEL RIM IF ANY STUDS BREAK.