



## INSTRUCTIONS – HUB KIT

1. Left-hand thread hubs should be installed on the right side of the car. Right-hand thread hubs should be installed on the left side of the car. The “R” on the hubs means “Right” side of the car as you sit in it.
2. Check to be sure your lug studs are straight. Use the alignment ring supplied with the hub adaptor kit to align your lug studs. This step is critical if you want your wheels to go on easily.
3. The alignment ring should not be put on the pins before they are tightened. Tighten all the pins to 60 ft-lbs and then try to slip the alignment ring over the pins. If it won't slip over the pins, you can see which pin(s) has/have to be adjusted to make it fit.
4. Make sure all pieces fit together correctly. The adaptor should seat onto the car's hub completely, and the wheel should seat completely onto the adaptor. If there is a problem, take it apart and determine what is not fitting correctly. Do not re-machine the hubs or the lug pins.
5. It is important that the unthreaded portion of your car's lug studs be cut off. You only want 5/8" of threaded lug stud to protrude from the face of the adaptor; otherwise there isn't enough room for the tool that tightens the pins. You will break pins if the tool isn't into the pins far enough.
6. Tighten the lug pins with the lug wrench supplied with each kit to 60 ft-lbs torque. **Each knock-off should be tightened with a 6 pound lead hammer.** Don't be afraid of hitting the knock-off too hard...the lead hammer won't damage the knock-off or the wheel (if you miss). **DO NOT USE FILLED RUBBER HAMMERS.** Rubber hammers won't get the knock-offs on tight enough and you might lose a wheel.
7. Re-check knock-offs and lug pins for tightness after a few miles of use. If they move, you may have a problem with the assembly procedure. Everything should be rechecked thoroughly.
8. It is a good practice to check your knock-offs each time you use the car.