

Tuner Hardware Installation Notice



Please adhere to the following instructions when installing any tuner or spline style lug nut or bolt.

- 1) Always make sure the seat of the nut or bolt is correct for the wheel you are installing. i.e. cone seat, radius seat or mag shank style.
- 2) When installing or removing lug nut, only use a hand torque wrench. DO NOT USE AIR TOOLS. This is noted on every installation kit. (see picture) The use of air tools and impact guns (even with torque sticks) may cause any of the following to occur;
 - a. Cross threading of lug nut or bolt
 - b. Cracking or shocking of the chrome causing peeling of the chrome and premature rusting of the nut
 - c. Weakening or breakage of the installation key
 - d. Weakening or fatigue of the lug nut or bolt possibly causing cracking
- 3) Always follow proper torque setting established by the wheel manufacturer. This information can be located inside the wheel box, or within the custom wheel manufacturer's application guide.
- 4) Do not over-torque the wheel nuts.
- 5) When torquing the nuts by hand to the correct torque settings, follow the guidelines below to ensure proper installation.



Use slight forward pressure to ensure the installation key is fully engaged.

Support the torque wrench with your hand to ensure the installation key is perpendicular to the wheel and not skewed when torquing.

Not having the key straight when torquing will cause the key to twist and break.



Incorrect



Correct

WARNING

All lug nuts/bolts must be checked and re-torqued to the proper specification immediately after the first 100 kilometers of use. Installer must instruct the customer to re-torque or return immediately after 100 kilometers, so installer can re-torque. Failure to re-torque is unsafe and could cause serious damage or injury. Re-torquing must be done any time the lug nuts are removed for any reason.