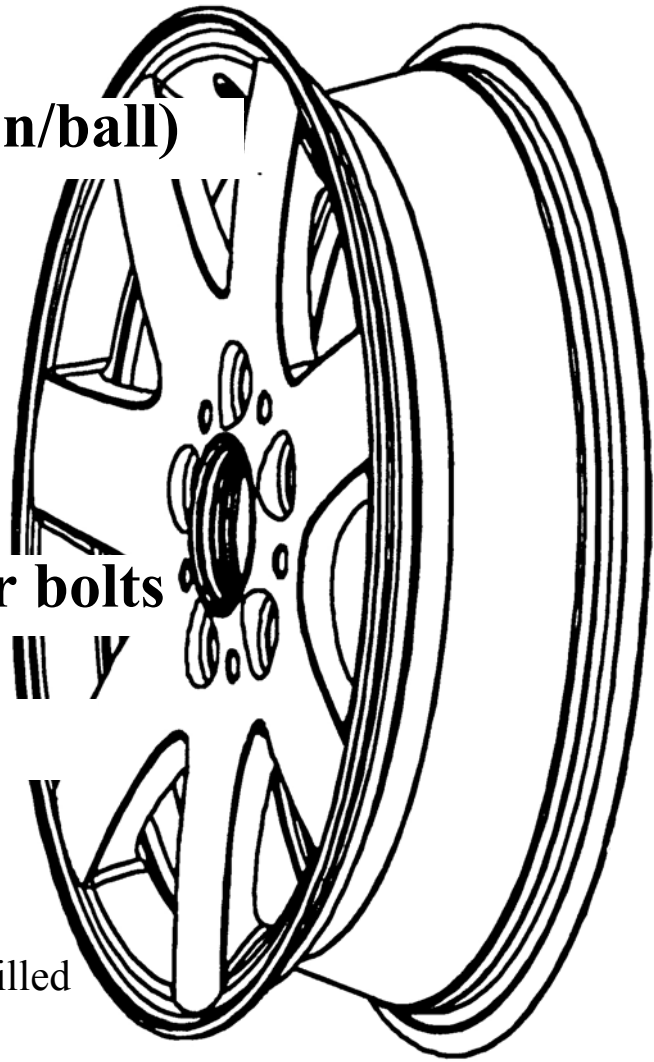




HOW TO PREVENT THE WHEEL STUDS/NUTS TO COME LOOSE

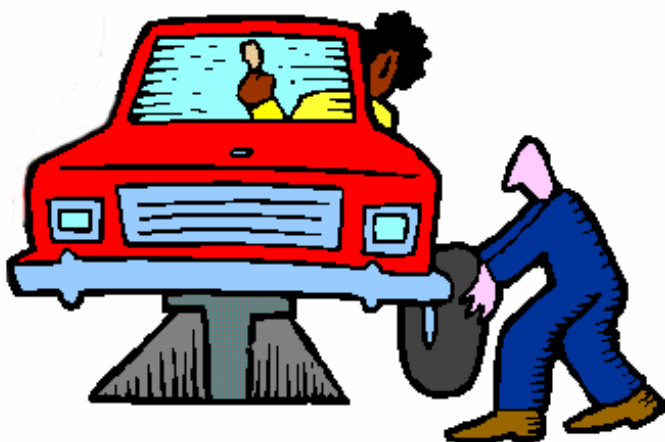
- 1. Correct bolts (length, kon/ball)**
- 2. Dry and clean grooves**
- 3. Clean contact surfaces**
- 4. Clean contact surfaces for bolts**
- 5. Right tightening torque**
- 6. After tightening**

Important when point 3 and 4 isn't fulfilled





RECOMMENDATIONS FOR MOUNTING



Check to make sure the wheel is designed for the vehicle on which it will be fitted. If the wheel is different in type to the vehicle's original wheel, you must check to make sure that the relevant legal requirements are complied with.

Check to make sure the rim matches the tyre which will be fitted on to it.

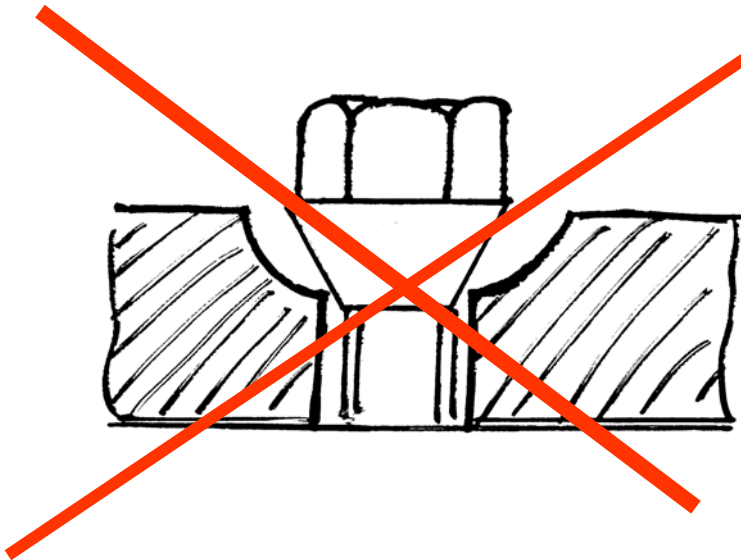
Check to make sure the wheels are not damaged (deformation, dents, or cracks).

The rim base must be clean and free from all traces of rust. A well-cleaned rim will facilitate correct balancing.

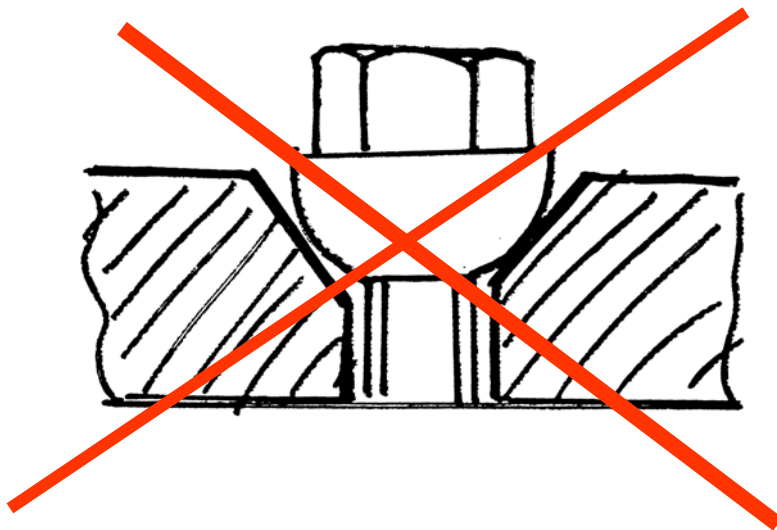


CORRECT STUDS/NUTS

(length, con/ball



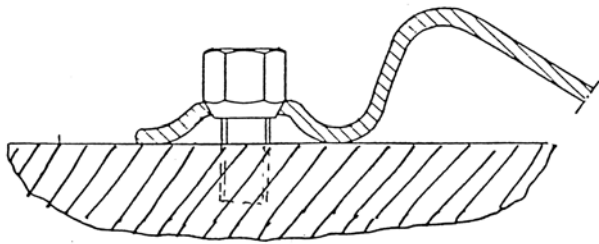
Wrong



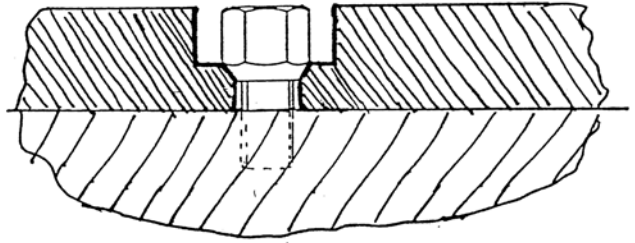
Wrong



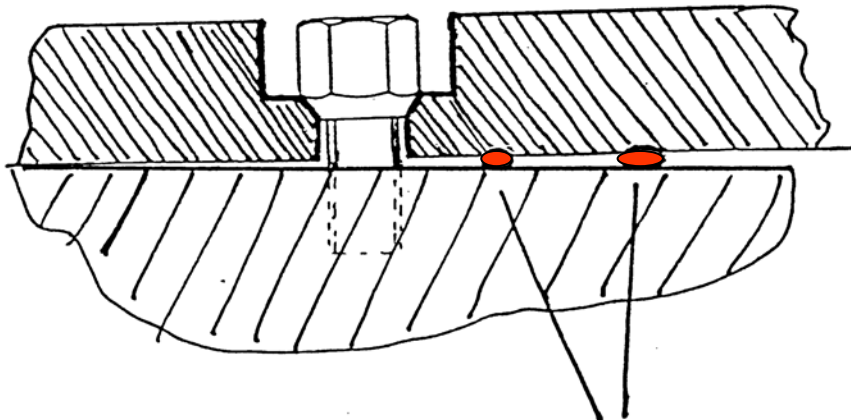
CLEAN RIM BASE



STEEL



ALLOY

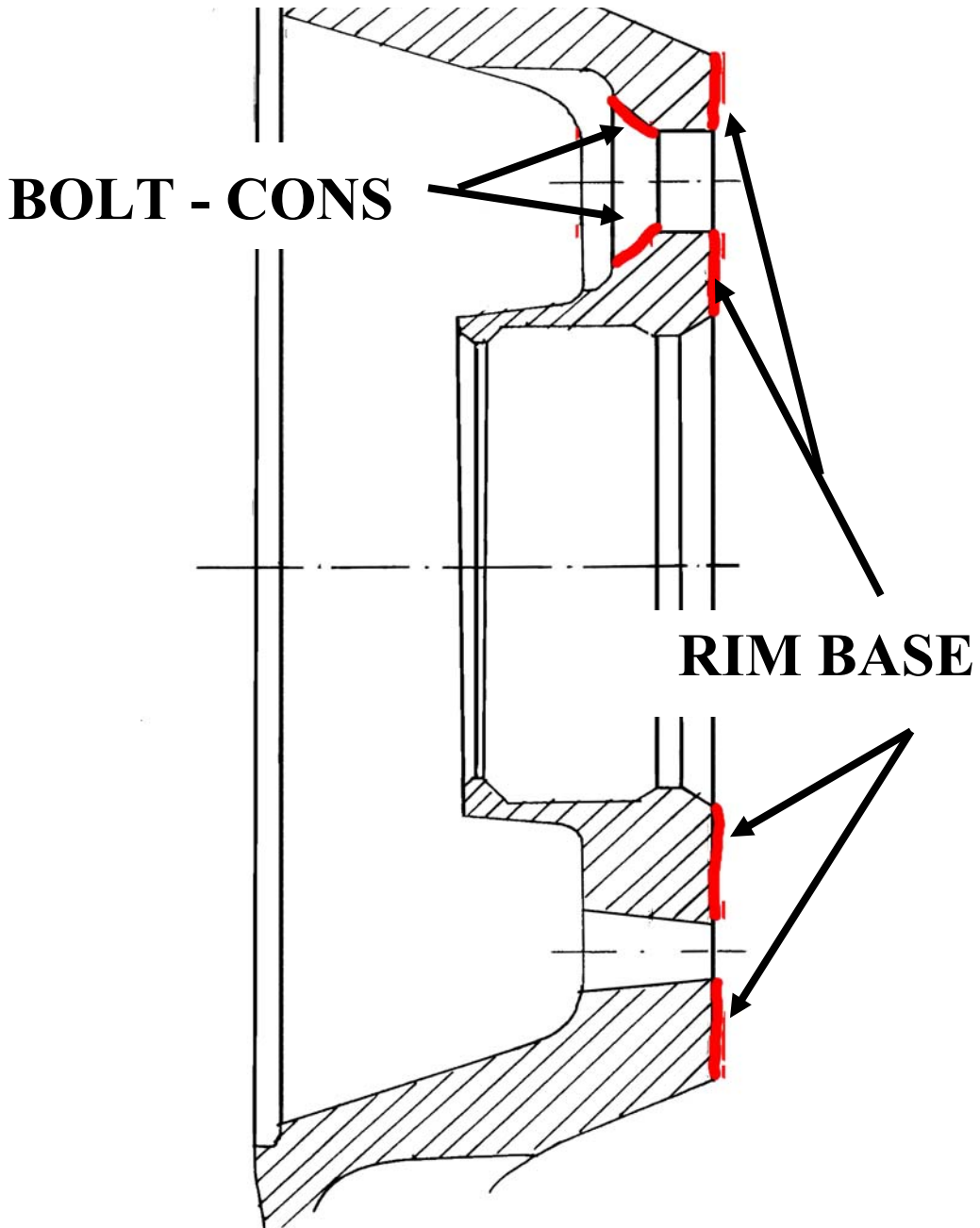


SAND, RUST OR SIMILAR



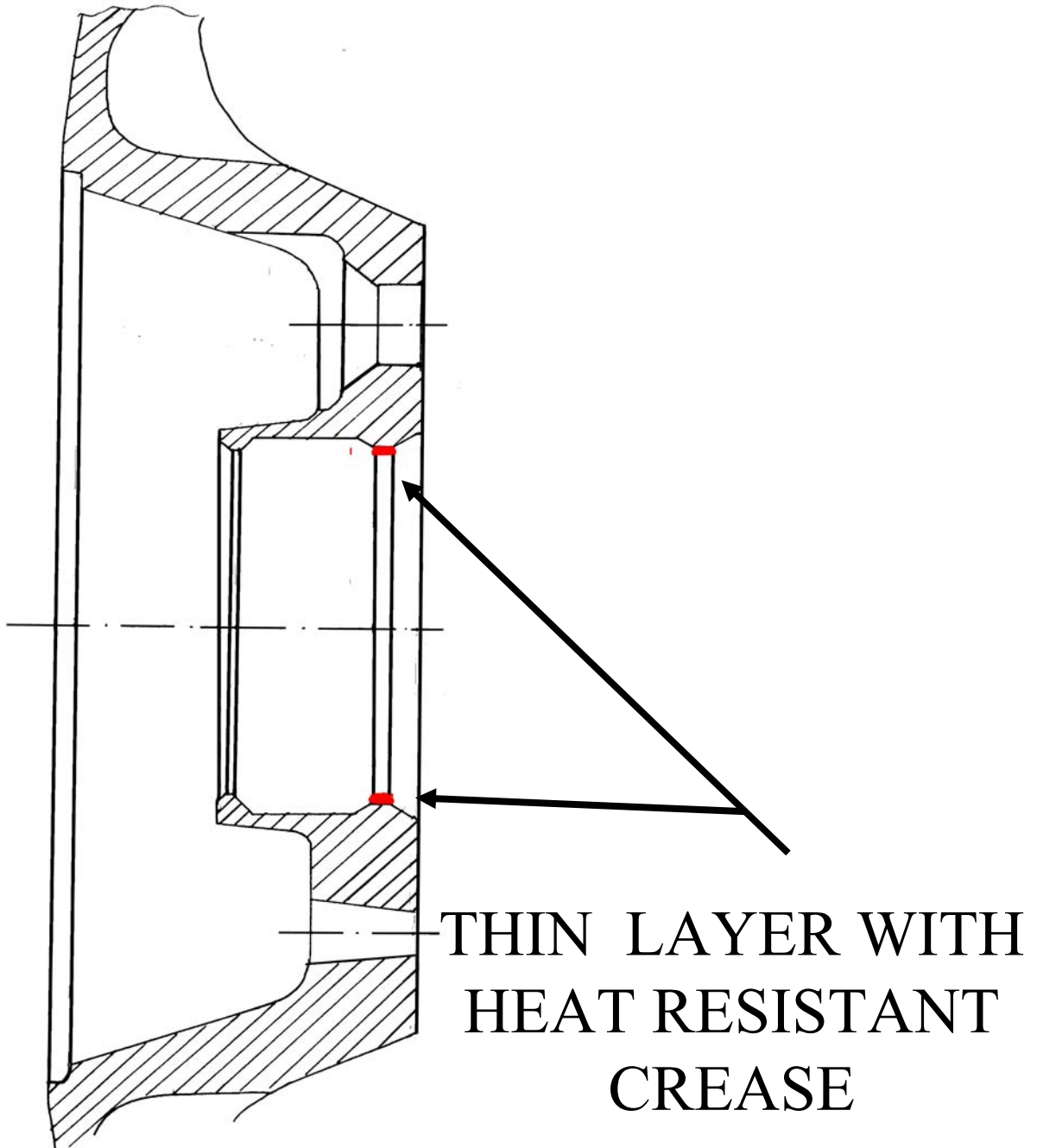
CLEAN RIM/CONE BASE

PREVENT PAINT, RUST, OIL ON:





CONTACT CORROSION



THIN LAYER WITH
HEAT RESISTANT
CREASE



TIGHTEN AND AFTER TIGHTEN



Wheel studs/nuts should be tightened crosswise to the torque prescribed by the vehicle manufacturer.



After driving for about 100-200 km, you should check the tightening of the studs/nuts, and if necessary you should after-tighten them.



You should also check the tightening torque at least once a year, and after-tighten if necessary.

