Mounting Instructions

Warning: Read all instructions prior to mounting and using your Champion Wheel product. Inspect all wheels for fit and finish before mounting tires to wheels. Champion Wheel will not exchange wheels after tires are mounted.

Misuse, modification or improper application of wheel will result in a voided manufacturer warranty.

General Instructions:

1. Tires should be mounted according to good tire mounting practices, using tire mounting equipment designed for the tire industry. Careless installation techniques will cause damage to your wheels that will not be covered under Champion Wheel's warranty.

2. Before mounting tires on wheels, install the wheel on the hub and check for interference.

3. Clean studs of rust and dirt. Ensure that the studs are dry and that the thread is not stripped.

4. Check with your tire manufacturer for rim width specifications on your specific tire.

5. Mount tire on wheel one bead at a time. Use mounting fluid if necessary. Tire seating pressure should be no more than 40 PSI. For beadlocked wheels, check beadlock mounting instructions for specific procedures.

6. Clip on or adhesive weights may be used for balancing of your Champion Wheel product.

7. Proper torquing of wheel nuts is important. Recommended torque requirements in foot pounds:

3/8"—45 ft. lbs.	9/16" 100-110 ft. lbs
7 /16"—55 ft. lbs.	12mm 75 ft. lbs.
½"—75 ft. lbs.	14mm 90-95 ft. lbs
5/8"—100 ft. lbs	

RETORQUE LUG NUTS AFTER EVERY RUN

Stud specification: 5/8" with 11/16" shank. Min. shank length past brake rotor hat: ¾"min., 1" max. OR 5/8" stud with 11/16" x .875 adjustable sleeve.

Lug Nut Instructions:

1. Wheels can be secured to the vehicle using mag nut with washer or flange nut with washer. Ensure proper shank length when using mag nuts (¾" min—1" maximum for drive wheels; ½" for 3.5" and 4" wide wheels).

2. Most racing organizations require lug nuts or mag nuts to be open end for proper stud engagement through lug nut.

3. Stud length must be adequate to insure engagement of stud onto nut. Check for excessive stud length, which will bottom out the lug in a closed end lug or mag nut, preventing proper lug torque.