



CAUTION!! Read and understand these instructions thoroughly and completely before mounting tires. OMF Performance Products, Inc. assumes no responsibility for damage, injury, or death resulting from improper use or installation techniques. Tires should be mounted by an experienced person, in accordance with good tire mounting practices, using acceptable tire mounting equipment and safety equipment designed for the tire industry. Call OMF immediately if you have any questions or need further assistance.

1. You must check wheel for clearance and fitment prior to mounting tire. Make sure correct bolt pattern applies. No credit will be issued on mounted wheels, mounting this wheel means you own it.
2. Mount tire from beadlock side only. Mount inner bead of tire over wheel like normal. Then seat the outer bead of the tire in the shoulder of the beadlock inner ring on the wheel and center the tire
3. Place the outer beadlock clamp ring on the tire, aligning it with the bolt holes in the inner beadlock ring.
4. Before installing the hardware, lubricate the beadlock bolts with anti-seize or equivalent lubricant to prevent gaulding of the threads.
5. All bolts should be started by hand to avoid cross threading. Impact wrenches are not recommended for installing or tightening bolts, due to the possibility of over or under tightening.
6. Tighten the bolts in a criss-cross pattern, a few turns at a time, to ensure even pressure on the bead lock clamp ring. Follow the instructions below for exact torque specs for your wheel:

6", 8", 9", 10", 11", and 12" Beadlocks (1/4-20 Grade 8 Bolt)

- Tighten all of the bolts to 4 - 6 ft/lbs. Check that the tire is still centered on the rim at this point.
- Tighten all of the bolts to 10 - 12 ft/lbs. Continue to step #7.

13", 14", 15", 16", 17", 18", and 20" Beadlocks (5/16-18 Grade 8 Bolt)

- Tighten all of the bolts to 6 - 8 ft/lbs. Check that the tire is still centered on the rim at this point. Measure the gap between the inner and outer beadlock rings. The measurement should be approximately 3/16" - 1/4". If your measurement is within this spec please continue installing the beadlock following the instructions. If the measurement is not within the supplied spec, please call OMF immediately before continuing.
- Tighten all of the bolts to 12 - 14 ft/lbs. Measure the gap in between the inner and outer beadlock rings. The measurement should be approximately 1/8" or less. If your measurement is within this spec please continue installing the beadlock following the instructions. If the measurement is not within the supplied spec, please call OMF immediately before continuing. You may need to install an OMF Beadlock Shim Kit*.
- Tighten all of the bolts to 20 - 22 ft/lbs. Continue to step #7.

7. At this point, the outer beadlock clamp rings should be pulled down to meet the inner bead lock ring. Do not be surprised if the outer bead lock ring has FLEXED SLIGHTLY to match the tire's bead bundle. This is normal.
8. Use tire mounting lube on the wheel and tire opposite the beadlock to ensure proper seat for the tire. Inflate tire to seat inner bead on wheel. Always use safe practices, such as a tire safety cage and clip-on air chuck with extended whip hose and a remote mounted pressure regulator. Never under any circumstances exceed tire or wheels recommended air pressure, or 25 psi, whichever is lowest. Over inflation could lead to serious injury or death.
9. **Beadlocks are not maintenance free.** After the first 100 miles of driving, and every subsequent 250 miles, you will need to re-torque the beadlock bolts. To re-torque the beadlock bolts, raise the vehicle and remove the valve core from the valve stem, releasing all of the air from the tire. In a criss-cross pattern confirm that all of the beadlock bolts are torqued to the correct specification as listed above. Repeat process for every wheel. Furthermore, the beadlock hardware on every wheel should be replaced annually, whenever new tires are mounted, or after extreme use.

***Beadlock Shims: What are they and why do I need them?**

Beadlocks work by mechanically fastening the bead bundle of the tire between the two halves of the beadlock assembly, the inner mounting ring and outer clamp ring. Due to variances in tire bead bundle diameter, in some cases a beadlock shim is required to adequately accommodate the bead bundle of the tire. The OMF Shim Kit consists of multiple .090" thick "shims" that are placed between the inner mounting ring and outer clamp ring of the beadlock, spacing the beadlock up to accommodate thicker bead bundled tires. Some tires do not need any shims, others may use multiple layers of shims to get the ideal amount of "crush" on the tires bead bundle without over stressing the beadlock components. If you have any questions please call OMF. Failure to properly mount tires, and/or not using shims when needed, could result in beadlock failure which can have enough explosive force to cause serious injury or death.



Beadlock assembly without shims



Beadlock Shims



Beadlock shims placed on inner mounting ring



Beadlock Shims mounted in Beadlock

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