

Mounting of the clips

(Wheels without hump)

This is how you combine the white sidewall rings and the rim rings by using the plastic clips:

Please be aware when mounting the rings together, that the provided space for the valve and the balancing weight are in the correct position. In order to do that just put the rings loosely together and hold them against the wheel. Hold them in the correct position and then:

1) Put the rings with the visible face facing downwards on a scratch-free surface.



2) The first clip has to be positioned directly beside the space at the sidewall ring with a distance of 1 cm. To do that, put the “nose” into the notch of the sidewall ring and clip it into a sheet metal of the stainless steel ring.



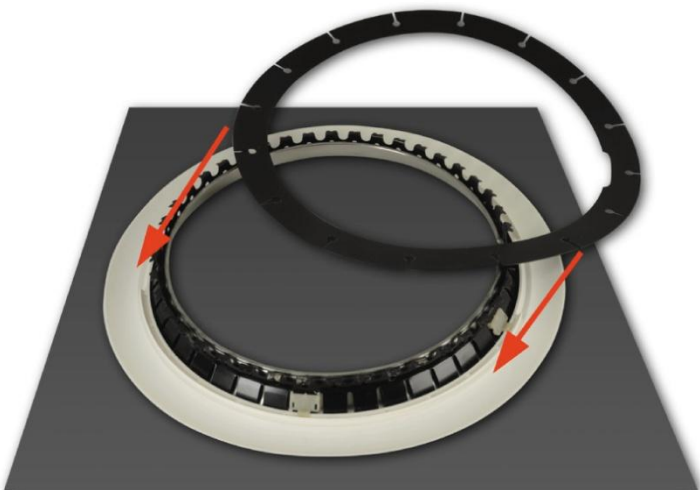
3) The remaining 5 clips are mounted, spreaded regularly, at the stainless steel rim.

With 15” every 7th sheet metal should be used for the mounting (therefore 6 sheet metals between the clips stay empty).

With 14” every 7th and 6th sheet metal is used in rotation (mount 1, leave 6 empty, mount one, leave 5 empty, and so on).

With 13” every 6th sheet metal is being used (5 sheet metals stay empty between the clips)

4) After the sidewall and the stainless steel ring are mounted firmly together, put the black subring onto the sidewall ring and mount the unit to the wheel.



Mounting instructions

The following points have to be noticed when mounting the sidewall rings:

1. The subring has to be put in the surrounding channel of the sidewall ring (the shiny side to the sidewall ring and **the mat side facing the side where the tire is**). When doing so, put the spacing of the subring into one space of the sidewall ring. In this (combined) spacing, the balancing weight will fit in. The other spaces stay empty. Then mount the sidewall ring into **the rim flange**. (Not between the tire and the wheel!)
2. After the sidewall ring is correctly positioned to the balancing weight at the wheel, the surrounding inner edge of the sidewall ring is put into the curve of the rim flange (Possibly it might be necessary to mount the sidewall ring and the stainless steel ring together at the same time). **The easiest way to do the mounting is with the help of a second person**. If the sidewall ring is a bit wavy, just strike over the ring with the palm of your hand, till it fits evenly (it's also possible, that the tire pressure is too low – choose a higher pressure, if possible, about 2,5-2,8bar, follow the tire type and manufacturer's instructions). Remove existing "rubber-hairs" from the tire.
3. Now mount the stainless steel ring (mandatory!) in the usual way. Do not put too much pressure on. If the sidewall ring is jammed too much, it cannot be put back respectively it then has a wrong pressure point. Give the sidewall ring some "space".
4. **Attention – Important!:** Please make sure, that the lower edge of the sidewall ring has been truly put into the rim flange completely and is not in front of it (**Lift the sidewall ring up, check and, if necessary, use e.g. a screwdriver and carefully put it into the correct position in the rim flange!**).

General information's

- The mounting should only be done from persons with the required knowledge and skills.
- The proper mounting, as well as the regular check are the responsibilities of the owner of the vehicle.
- The sidewall ring is only to be used within normal street traffic, not for racing or off road rides.
- Required are J/steel wheels reg. ETRTO with hump in flawless condition.
- Use maximal a balance weight of 70gr (if a different weight is used, carefully check if the flawless fit of the sidewall ring is still ensured).
- **Never use without subring and stainless steel ring!**
- Run up curbs (if at all) only in a blunt angle.
- Regular tire care as well as checking the tire pressure as recommended by the tire manufacturer and WdK (all 2-4 weeks). Also check then the subring for signs of abrasion and change them, if necessary.
- Before any trip, check the correct fitting of sidewall and stainless steel ring.
- If excessive removal of material or adhesiveness occurs, the sidewall rings **cannot** be used any longer for the normal street traffic. Wash fabric new tires firmly to remove the parting agent from the manufacturing process.
- If the sidewall ring or the subring is damaged, they have to be removed immediately.
- When selling or using the sidewall rings outside of Germany, the respective regulations have to be followed (USA/Canada for show purposes only!).
- **Care advice:** We recommend using dirt eraser / dirt rubber to clean the sidewall ring.
- In the rare event of yellow discoloration because of brake dust, spray anti chalk (Bathroom cleaner) on the sidewall ring and let it take effect for at least 2 hours, then wipe it clean.

Because of the multifaceted influences during mounting and usage, all warranties respectively liabilities as well as possible claims for damages are excluded. Our sale and delivery conditions apply.