

# T3 Technique Technical information

## Wheel Adapters

Thank you for purchasing T3 Technique products. We strive to provide the highest quality wheel hardware available.

Please read the following guidelines carefully **BEFORE** starting installation. If you have any questions regarding installation, please contact us.

\*\*\*\*\*

**DO NOT USE AN IMPACT GUN DURING INSTALLATION!  
USE OF AN IMPACT WILL VOID YOUR WARRANTY AND  
MAY CAUSE SERIOUS INJURY OR DEATH DUE TO  
FASTENER FAILURE!!!**

\*\*\*\*\*

- 1.) Remove all built-up grease or corrosion on the hub. This is necessary for proper centering and smooth installation.
- 2.) Remove front grease caps (Not applicable to Syncro).
- 3.) Install adapters making sure that they sit flush to the hub surface. (Please see notes)
- 4.) Use provided lugs to fasten adapters to the hub. **Hand tighten** all lugs followed by torquing in a star pattern. **DO NOT USE AN IMPACT WRENCH!** Torque lugs to **90 FT LBS.**
- 5.) Reinstall grease caps. The lip on the grease caps may need to be trimmed to fit properly. (Not applicable to Syncro)
- 6.) Clean the centerbores of the wheels and install the wheels using the proper lugs. Use a small amount of anti-seize on the **THREADS and HUBCENTRIC LIP ONLY.** **Hand tighten** all lugs followed by torquing in a star pattern to a **MAXIMUM OF 90 FT LBS. DO NOT USE AN IMPACT GUN! USE A PROPER TORQUE WRENCH ONLY! OVERTORQUING THE LUG NUTS/BOLTS WILL RESULT IN DAMAGE TO THE THREADS!**
- 7.) Lugs should have a minimum of 12mm of thread engagement (8 full turns of the lug).
- 8.) After installation, all wheels involved should be spun and turned left/right making sure that there is adequate clearance at the inside of the wheel and tire.
- 9.) Re-torque all wheel lugs to a **MAXIMUM OF 90 FT LBS** after 5-10 miles of driving.

### \*NOTES-\*

- Removal of 11mm headed bolts on the rear drum is necessary before installation of adapters.
- Make certain that all threads on all the lugs are in good condition. Any lug or stud with damaged threads needs to be replaced.
- Make certain that the wheels and tires you are installing meet the load requirements for your vehicle.
- Adapters must not be modified from factory specs. Any modification could result in total failure.
- Make certain that the original vehicle wheel studs are not so long that they interfere with the wheel sitting flush against the adapter. Shorten the studs as necessary to gain clearance. This only applies to 24mm and thinner adapters.
- If a steel spare wheel is to be used over an adapter, please be sure that the lug nuts can be fully tightened without bottoming out on the threads of the stud with the spare wheel installed. Some adapters come with studs that have a small shoulder that sticks above the wheel mounting surface of the adapter. This could prevent the lug nuts from being fully tightened when the steel spare wheel is installed. The solution is to either remove the adapter before installing the spare or install a thin spacer over the adapter prior to installing the spare. Either way, the spare should be considered for emergency use only, not a replacement of the normal wheel and tire. The normal wheel and tire should be replaced as soon as possible. A test fitting of the spare wheel is recommended to prevent unwanted difficulties in an emergency situation.
- Always carry a set of lug nuts/bolts and tools that are appropriate for the spare wheel if the spare wheel is different from the normal wheels.