

Notes Before Installing:

Per Tire Manufacturers Spec – beadlock wheels need 1/8” of bead crush (the amount of compression of the tire bead bundle) to seal and grip adequately. Tire bead bundles may vary. 3030 Autosport advises that you measure the bead bundle prior to mounting beadlocks.

Hardware:

15” Beadlocks

- 18 Flange Bolts per ring. Clean threads and prep with anti-seize. 5/16-18 x 1.0”

17” Beadlocks

- 20 Flange Bolts. Clean threads and prep with anti-seize. 5/16-18 x 1.0”

Mount the Tire:

1. Inspect the tire and the beadlock flange for any damage, wear, debris etc.
2. Push the front of the wheel (face side) through the tire.
3. Turn the wheel over so you are looking at the front side.
4. Press the front bead on to the flange of the beadlock ring. The bead should lay flat against the bead lock flange and properly inside the register.

Install the Beadlock Ring:

5. Position the bolt ring over the tire bead.
6. Position the 1st four bolts (Bolt with washer and anti-seized threads in the 12, 3, 6 and 9 o'clock positions) and start by hand. For thicker bead bundles, you may need to use bolts that are 1.25” or 1.5” long to start and then replace them with the 5/16”-18 x1.0” bolt supplied.
7. Once the 1st four bolts have been tightened, start the remaining bolts by hand, engaging the threads.
8. Torque all bolts to 9 ft*lbs in a criss-cross pattern.
9. Torque all bolts to 18 ft*lbs in a criss-cross pattern.
10. Retorque all bolts to 18 ft*lbs in a criss-cross pattern.
11. If you had to turn the wrench more than 20 degrees on any bolt in step 10 then repeat step 10 until less than 20 degrees of rotation is required on all bolts.

For Double Beadlocks, pull the tire bead over the beadlock flange and repeat steps 4-10.

Mark the wheel and the tire to check for slippage.

Important:

Tire mounting can be dangerous and should only be performed by a trained professional. Further, failure to properly mount the tire with proper supplied hardware can result in serious injury.

Improper or incomplete mounting can result in the wheel and tire not performing as designed and possibly cause catastrophic failure, personal injury or death. Always inspect wheels and tires for defects, damage, insufficient or excess material. Tires should be inflated inside a restraining cage and only to the point of pressure to force the tire bead onto the beadseat.