

BON'Z BEADLOCK ALUMINUM WHEEL

Thank you for choosing our BAWARRION® product. Please read all the instructions before starting the installation.

Delivery contents:

- 1 x Beadlock wheel
- 1 x Beadlock ring
- 1 x Center cap
- 24 + 1x Bolt M8x30mm
- 24 + 1x Washer



Important:

Inspect your new wheels thoroughly and contact us immediately if any shipping damage or any other damage is found. Returns or complaints cannot be considered afterwards.

If the tire bead is thicker than 21 mm you have to use the BAWARRION® Ringspacer.
(can be ordered separately)

General Information, care and maintenance:

1. Tire Mounting

It is recommended to let a professional tire service mount your tires.

2. TPMS Sensors

Bawarrion wheels are fully compatible with OEM and most aftermarket TPMS (Tire Pressure Monitoring System) sensors. If your vehicle is not TPMS-equipped, or if sensors are not to be used, short valve stems with a length of 1"-1 1/2" are recommended.

3. Wheel weights / Balancing

Use only adhesive wheel weights on the inside of the wheels!

4. Care and Maintenance

Protect your wheels from dirt, wear, and corrosion by cleaning them regularly. If you travel in areas where salt or other road chemicals are frequently used, it is imperative that you clean your wheels weekly. To clean your wheels, use a mild soap and a soft brush. Avoid the use of harsh cleaners, abrasives, or acid-based wheel cleaners. After cleaning your wheels, it is recommended to protect the surface with a high-quality wax such as a "carnauba" wax, or other wheel specific wax.

We recommend sealing the contact surface between the rim dish and beadlock ring with a suitable protective wax to prevent corrosion.

Read all instructions thoroughly BEFORE mounting tire

Bawarrion cannot be held responsible for damages from improperly mounted wheels

1. Remove the wheel and beadlock ring from their packaging and inspect all contents thoroughly.
2. Check the fitment and the brake clearance of the wheel on the vehicle prior to mounting the tire.
3. Mount the wheel on the tire machine. Make sure that the wheel is held properly and tightly in the machine. The machine should use plastic pads to prevent damage to the wheel. Make sure you have enough room to work safely.
4. All bolt holes should be cleared out with compressed air to ensure that any metal slivers or chips from the manufacturing process are removed.
5. Insert the valve stem or TPMS Sensor, following the manufacturer's installation instructions. If a screw-in type valve stem is to be used, make sure to use the proper torque!
6. Coat both sides of the tire's beads with tire lubricant or soapy water; this will allow the bead to seat easier. Coat the flanges of the wheel also.
7. Mount tire from the beadlock side only. Place inner bead of tire over the wheel like normal. Push the tire down onto the rim. Depending on the tire it may take a bit of force to get the tire onto the wheel. Be careful not to damage the TPMS sensor (if inserted).
8. Now push the tire's top bead down onto the beadlock lip of the wheel. Work around the wheel with steady pressure until the upper bead sits completely flush on the wheel in the beadlock lip. Do not use any sharp edged objects or tools to try to pry or push the bead into the beadlock lip. Make sure not to get any tire lube in the beadlock bolt holes. If you do, they need to be cleaned out.
9. With the tire's bead firmly seated on the beadlock lip, now place the beadlock ring over the bead of the tire. Visually align the holes in the ring with those in the wheel, while taking care to position the valve stem protector centered over the valve stem.



10. Prepare all bolts by placing a lock washer on each one. Now lightly coat each bolt with “Loctite 8023 Anti-Seize” or equivalent lubricant to prevent galling.
11. Now place two bolts with washers into holes across from each other, starting at the 12 and 6 O’clock, then two more at the 3 and 9 O’clock positions, and to prevent cross-threading, thread each bolt by hand. (Depending on the tire used, some pressure on the beadlock ring, by hand, may be needed to start the bolts into their threads.)
12. Working in a criss-cross or star pattern, add the rest of the bolts and washers, two at a time and across from each other. The next bolts would be at the 1 and 7 O’clock, and then the 4 and 10 O’clock positions.
13. Once all bolts are uniformly screwed down onto the beadlock ring, continuing in a star pattern, hand-tighten all bolts. This should result in the ring sitting flush on the wheel, or with a small, even gap between the ring and the wheel.

This next step is time-consuming and tedious, and requires patience and concentration. The tightening of the beadlock bolts is the most important part of the installation. This step ensures a correct, solid, leak-free installation. Most important, is that all bolts are uniformly tightened as in Steps 11 and 12. Do not use power tools, impact wrenches or other such tools. Be sure that the bit always sits solidly in the bolt, and if possible use a new bit. We do not recommend using cheap or low-quality tools.



14. With the correct bit and a torque wrench, begin to tighten all bolts. (Be sure to continue in a criss-cross or star pattern.) Work slowly and evenly around the wheel. Tighten the bolts in two stages: First tighten the bolts up to 10ft-lbs/15NM. Once all bolts are uniformly torqued, change the setting on the torque wrench. Start again, and in the same pattern, tighten all bolts until they reach a torque of 15ft-lbs/20NM. Should at any point while tightening, a bolt already have the desired torque, it is to be loosened and re-torqued, to ensure that all bolts have the same uniform torque. DO NOT skip the first stage (10ft-lbs/15NM), as this can lead to stress in the threads which can irreparably damage the wheel.

Make sure that the ring rests completely on the rim flange. There mustn't be a gap between the ring and the rim! Check this with a feeler gauge. If the ring does not rest on the rim when the maximum tightening torque of all bolts is reached, use our BAWARRION® ring spacer (can be ordered separately).

15. Inflate tire as normal, making sure that the rear tire bead seats correctly. DO NOT EXCEED THE TIRE MANUFACTURER'S RECOMMENDED AIR PRESSURE (printed on the sidewall of the tire). Check for leaks using soapy water along the tire's bead.
16. If the tire is now correctly mounted and leak-free, proceed to balance the wheel and then mount the wheel on your Jeep. Torque the lug nuts using the manufacturer's recommended torque specifications.

AFTER APPROXIMATELY 50MILES OF DRIVING, RE-CHECK THE TORQUE OF THE BEADLOCK RING BOLTS. RECHECK THE TORQUE OF THE BEADLOCK BOLTS PERIODICALLY, AND AFTER EVERY OFF-ROAD USE. AFTER TIRE DISASSEMBLY, THE BOLTS MUST BE REPLACED BEFORE REASSEMBLING THE TIRE.



PLEASE NOTE:

ONLY RE-TORQUE THE BEADLOCK RING BOLTS WHEN THE TIRE IS DEPRESSURIZED.