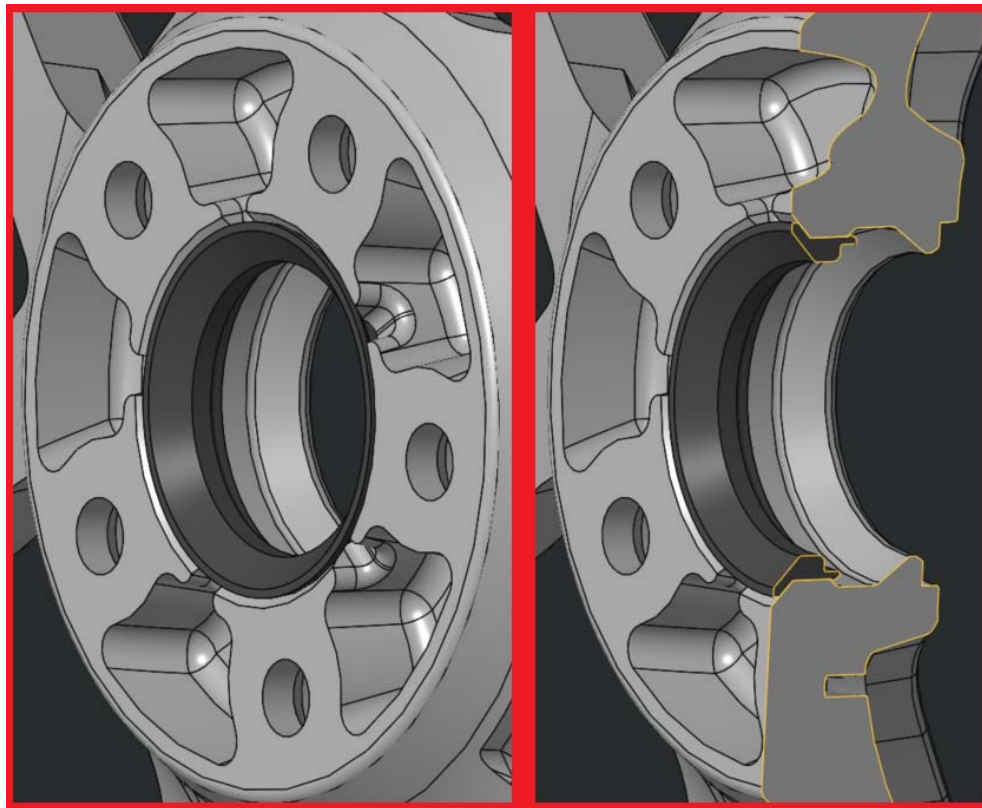


APR Wheel Install Guide

TL100110

- Before installing the wheels clean your vehicle's hubs thoroughly using sand paper or a wire brush as necessary. Any buildup of rust, dirt, or oxidation on the hub could lead to vibration.
- APR wheels are designed with a 66.5mm center bore for fitment on certain Audi vehicles. However, the wheels come with a custom hub-centric ring that snaps into the wheel and converts the center bore to the 57.1mm diameter found on most Volkswagen vehicles. Install the ring from the back side of the wheel with the large internal chamfer on the ring facing away from the face of the wheel. Press the ring into the bore of the wheel until the ring "snaps" into place. An installed picture and a cross-section of the wheel/ring assembly is pictured below to help explain. If the ring must be removed, first remove the wheel center cap and use a small but stiff object from the front side of the wheel to knock the ring loose. The ring can be removed without damaging it so do not apply too much force.

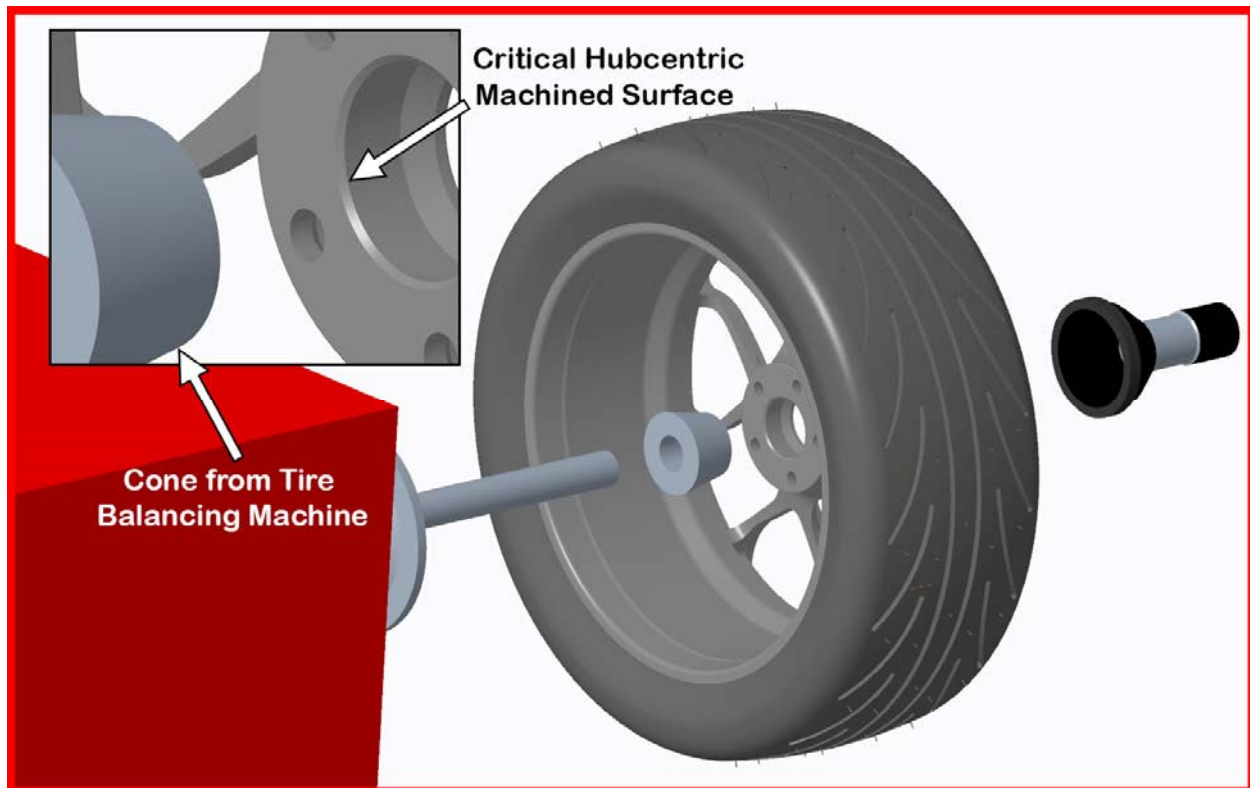


- APR Wheels are designed to use OEM ball seat lug bolts. Reuse your OEM bolts or factory equivalents. If you are using wheel spacers, use a lug bolt that is adequately longer to ensure proper thread engagement.
- Torque the lug bolts in a crisscrossing pattern to 120Nm (88 ft-lb).

APR Wheel Balancing

TL100110

- Properly balancing APR wheels requires the correct setup of your tire installers balancing machine. The inner face of the wheel center bore is the critical hubcentric machined surface of the wheel. This should be the only place considered on the wheel as the true hubcentric center of the wheel.
- When using the wheel balancer, the cone that is used to center the wheel/tire assembly on your tire machine should be placed on the INSIDE of the wheel when mounting the wheel/tire assembly to the balancing machine.
- Balancing the wheel/tire assembly using the outside of the wheel center bore can cause the wheel/tire assembly to not properly balance.



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