



AMERICAN EXPEDITION
VEHICLES

ALLOY WHEELS (16" & 17")



Installation Guide

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A M E R I C A N E X P E D I T I O N
V E H I C L E S

WHEEL INSTALLATION, CARE & MAINTENENCE

Inspect your new wheels thoroughly, and report shipping damage or defects prior to mounting tires. Returns will not be accepted after tires have been mounted to your wheels.

TIRE MOUNTING AND BALANCING

1. Have your tires mounted at a reputable tire service center. Be sure the shop uses modern equipment. Tire mounting machines should have plastic “duck heads” to prevent marring the finish of your wheels
2. AEV wheels are compatible with your factory Tire Pressure Monitoring (TPM) rubber valve stems. If you do not have TPM, use the short style 1-1/2 inch long valve stems
3. The shop must have modern balancing equipment that utilizes “pin plates” to secure the front of the wheel in the lug holes. NEVER use “cones” to hold the wheel in the center cap area. This will result in a improperly balanced wheel and will most likely damage the clear coat, paint, or chrome finish
4. Remove center caps by pushing them out from the back side of the wheel using the handle of a screwdriver or similar blunt tool. Never pry center caps from the outside as this will likely damage the finish of the wheel
5. Dynamic “twin plane” balancing method should be used to guarantee a true balance. Never static balance your wheels. Use coated MC type “yellow” clip on weights and/or tape weights for best corrosion resistance and appearance

INSTALLATION

1. Install lug nuts using a 19mm thin wall deep well socket.
2. Never use an impact wrench to tighten lug nuts.

CARE AND MAINTENENCE

1. To ensure a long lasting finish and to protect from pre mature wear, clean your wheels regularly. If you live in areas where salt and chemicals are used on the roads, it is very important to wash your wheels every week. Mild soap and a soft brush works best. Avoid harsh cleaners with abrasives.
2. After cleaning, protect the finish using a high quality Carnuba car wax, or wheel wax.



A M E R I C A N E X P E D I T I O N
V E H I C L E S

BEADLOCK WHEEL INSTALLATION GUIDE

READ THESE INSTALLATION INSTRUCTIONS FULLY PRIOR TO BEGINNING ANY WORK.

1. Remove the wheel from its package and thoroughly inspect the contents. Report any shipping damage or other issues prior to installing the tire on the wheel. Check the fit of the wheel on the vehicle prior to mounting the tire. **RETURNS WILL NOT BE ACCEPTED AFTER THE TIRE HAS BEEN INSTALLED ON THE WHEEL.**
2. Lay down a piece of cardboard and place the wheel on the ground. Make sure there is enough space in your work area for you to move around the wheel and the tire without obstruction.
3. Remove the two bolts securing the beadlock ring for shipping and set the ring aside. These bolts will be re-used later.
4. Set the tire face down next to the wheel and lubricate the tire's inner bead thoroughly with tire mounting lubricant.
5. Place the tire over the wheel, pushing the inner bead down toward the floor. Rotate the tire while applying downward pressure until the inner bead is seated on the wheel.
6. Lubricate the outer bead and center the tire over the wheel, pushing it down so the bead is flush with the wheel's ring mounting surface.
7. Place the ring on top of the tire bead and visually align the bolt holes.
8. **COAT THE BOLTS WITH ANTI-SEIZE LUBRICANT ON THE THREADS** (Permatex brand anti-seize lubricant part # 80078 can be purchased at most auto parts stores).
9. Place washers and bolts into two holes opposite of each other (12 o'clock and 6 o'clock) and start the threads by hand.
10. Repeat at 9 o'clock and 3 o'clock and continue to install the remaining bolts by hand in a crossing pattern.
11. Use a nut driver to hand tighten the bolts in the same manner as they were installed, taking care to tighten each bolt only a few turns at a time to reduce the chance of bending the ring in one location. **THE TIGHTENING PROCESS TAKES PATIENCE, AND IS CRITICAL TO ENSURE YOUR BEADLOCK RING IS SEATED PROPERLY AND THE TIRE STAYS CENTERED ON THE RIM. THE GOAL IS TO UNIFORMLY TIGHTEN THE RING TO THE WHEEL. DO NOT TAKE ANY SHORT CUTS.**
12. Once all the bolts are tightened with the nut driver, use socket and ratchet to completely snug the ring down on the tire bead.
13. Using a torque wrench, follow the same sequence and torque each bolt to 10 ft/lbs, followed by 15 ft/lbs. **DO NOT EXCEED 15 FT/LBS OF TORQUE.** Go around the wheel twice to ensure even torque readings.
14. The beadlock ring will flex to a "cone" shape during installation. This is a normal condition.
15. Inflate the tire and check for leaks using soap and water.