

# Wheel Preparation and Installation Tips

## DISCLAIMER

For Off Highway Use Only! May not be legal in all states. Staun USA Inc and Staun Products Pty. Ltd. is not liable for Staun Internal Bead Locks incorrectly installed and/or misused in a manner for which they were not intended. Vehicles driven with low tyre pressures may result in less predictable handling on or off highway, so drive accordingly. Installation can be dangerous. Staun does not accept responsibility or liability for misdrilled rims and inner tubes pinched or damaged during installation.

Read this entire sheet before watching the installation video, or starting your installation. Safety is paramount! Use common sense and good, safe work practices throughout the entire installation process. Wear gloves and safety glasses. Be cautious with compressed air. Use tyre chocks before jacking the vehicle up and safety stands after it is up. Work sober! Keep these instructions in the vehicle for future reference. Others may need them to repair or replace your tyre. The installation video is also available on the web site if not supplied with your new Beadlocks at time of purchase [www.staunproducts.com](http://www.staunproducts.com)

First, confirm the suitability of your rims with qualified sales personnel prior to starting. Only one piece alloy or steel rims can be used.

**PART IDENTIFICATION:** Think of the Beadlock as a mini tire, hence it has a tread, side walls and beads. The air channel is a pouch attached to the replacement valve stem.

## INSTALLATION SUMMARY

- 1 Locate Tube valve stem hole (A)
- 2 Drill 5/16" (8mm) Tube valve stem hole (B)
- 3 Prepare rim
- 4 Powder inside the beadlock cap, the tube and the outside and inside beadlock beads. Also powder the rim.
- 5 Mount the inside or first tire bead.
- 6 Mount the beadlocks inner bead and the tube. (C)
- 7 Mount the outside beadlock bead. (D)
- 8 Fit the new air channel pouch using the valve stem to attach to the rim.(E)
- 9 Pull the top tire bead over the beadlock pouch. (F)
- 10 Fit the tires top bead, starting in front of the valve stem and finishing behind.
- 11 Using the beadlock inflate to pop the tire beads to the rim. Do not exceed 50psi.
- 12 Tighten the tube valve stem nut.
- 13 Inflate the tire to 20psi and then remove the valve core and deflate to check for airflow.
- 14 Remove beadlock valve core and deflate. (G)
- 15 Replace beadlock and air channel valve cores.
- 16 Inflate beadlock to 50 psi (3.3bar)
- 17 Inflate tyre to your normal hwy pressure.(H)

**A** The best position for the bead lock Tube valve stem hole is about 6" to 8" (15 to 20cm) circumferentially (left or right) from the standard valve stem hole and 1 to 2" (25 to 50mm) outboard from the center of the rim (as far inboard as practical, but not in the exact center) without causing any brake obstruction.

**B** Ensure that the inside and outside hole surfaces are: 1) reasonably flat, 2) parallel, to accommodate both Tube valve stem O-rings and 3) less than 1/16" (1.3mm) thick. Make the (deburr) chamfer face no larger than 0.070 inch (1.8mm) to properly receive the tube valve stem O-rings.

**C** Lay the tube flat with the valve stem facing up to determine the outer side for fitment, fit only the larger 'O' ring under the washer and the nut.

**D** Make sure you are using the wheels drop center to assist with the fitting of the last beadlock bead. **DO NOT USE** tire irons. These will stretch the inner bead and void your warranty.

**E** Remove the cap, nut and washer from the air channel pouch valve stem. Select the rubber bushing that fits your application, and push through the valve stem from behind the valve stem hole with the longest part of the pouch facing upward or away from the rims edge. Place the washer and nut on to the stem and tighten.

**F** Pull the top tire bead over the air channel pouch. Then pull the bead back to check that the tube is clear of restrictions and the pouch is placed between the beadlock case side wall and the tire side wall.

**G** It is **IMPORTANT** to deflate the beadlock after popping the tire beads and checking the airflow from the air channel. This helps to position the internal beadlock into its best location.

**H** Inflate your tire to your hwy pressure and check for air leaks around the rim on both sides.

**ABOUT BEAD LOCK PRESSURE:** The maximum bead lock pressure is 50 PSI (3.3 bar) and must always be at least 5 PSI (0.3 bar) higher than the tyre pressure. We recommend that you run the bead lock at 50 PSI (3.3 bar) all the times and only adjust tyre pressure.

**UNINSTALLING THE BEADLOCK OR TIRE:** You **MUST** remove your Air Channel valve core first then your beadlock valve core. Then remove the nut and washer from the air channel pouch and the beadlock tube stem. Do not break the tires beads inline with the tube valve stem or the air channel valve stem.

For a full install guide view the DVD supplied, or go to [www.staunproducts.com](http://www.staunproducts.com) and view the **INSTALL DVD (DOWNLOADABLE)**. **ALSO OUR TIPS AND TECHNIQUES PAGE BEFORE STARTING YOUR INSTALL.**

## TECHNICAL ASSISTANCE

For clarification of these instructions or installation assistance: World Wide + 61 7 5596 0955 or email [steve@staunproducts.com](mailto:steve@staunproducts.com)



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