

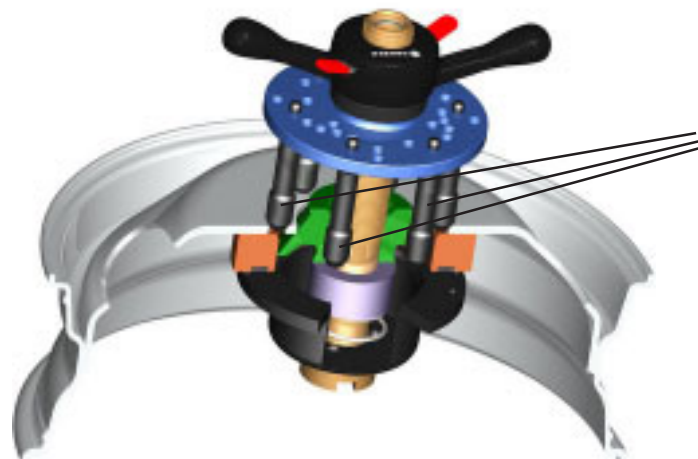


Motorspot, Inc.
427 Industrial Way, Unit C
Fallbrook, California 92028
Telephone: 760-731-8303
Fax: 760-731-7571
www.widewhitetires.com

Tire Mounting Instructions - Please read before mounting your new tires

Thank you for purchasing your new tires from Motorspot, Inc. We know you will be very satisfied with the performance and appearance of the tires on your collector car. Before you take your tires to the tire shop for mounting and balancing, please read these important instructions. Do not hesitate to call or email us with any questions.

- 1) Your tires may have a blue film material on the whitewalls to protect them. You may wash the film off with soap and water. Please do not place one tire on top of each other or lean them against each other once the virgin whitewall is uncovered. The black portion of the tire can permanently stain the whitewall even with the slightest contact. Make certain that your tire installer is aware of the consequences of this occurring if the tires are mishandled this way.
- 2) Your tires for the most part are hand-built using original tire molds to maintain that classic appearance. These tires are not built using computers like modern tires are and for that reason do not have nearly as much precision as a state-of-the-art tire you might have on your new passenger car. For that reason, it is very important that you select a tire installer with the necessary equipment and knowledge to properly mount and balance your whitewall tires. Inexperienced installers will not recognize this type of manufacturing method and might erroneously advise you that you have bad or out of round tires when they are not.
- 3) **Your new tires should be balanced in lug-centric manner not hub-centric style.** To do this, your technician can do a much better job by having a finger attachment or a flange plate as shown below. Also known as pin-plates. If your tire installer does **NOT** have the finger attachment but **does** have experience working with classic whitewall tires, he should be able to do an adequate balancing job despite not having the correct equipment.



Fingers or Pins penetrate the stud holes of your wheel instead of using a cone in the center.

***A finger attachment is shown above. A properly equipped modern tire shop should have this equipment and know-how to use it correctly. The wheel and tire are spun from the stud holes, not the center hole of the wheel. Spinning the wheel by the center hole will not provide a precision balance and may make the wheel and tire appear to be out-of-round!
Always make sure that the technician uses a STATIC setting on the balancer, NOT a dynamic setting.***

This is especially true if you are using wire wheels or other wheels that are built in lug-centric fashion. If the tire technician uses a cone device to balance, there is a high chance you will be told that your tire is out-of-round, defective or wobbles. If the technician has limited experience balancing collector type tires or lug-centric wheels and uses a cone to balance with, you can expect that you may have problems or be told you have bad wheels or tires or both! Make certain your technician has the correct equipment or superior knowledge if he can only use cone type devices to balance your tires.

Please make certain that the balancing machine is properly calibrated and is placed on a static setting NOT dynamic setting. The wheel must be able to pass a centering check prior to balancing.

- 4) Be mindful that by balancing the tires with weights only on the inside of the tire positioned out-of-sight, you will have a less than perfect balance job than if you have weights on both sides of the wheel. It is a price we pay by not wanting to spoil the beauty of our tires and wheels.
- 5) **Always request stick-on type weights, never use clip-on type weights.** They can harm your tires, pop inner-tubes or damage your wheels.
- 6) If you run inner-tubes, always carefully check the inside of your tires and remove all inspection tags, debris or sharp edges such as mold marks left over from the tire molds during the building of your new tires.
- 7) It is not unusual for whitewall tires to require as much as 3 to 5 ounces of weight or more, to balance correctly. If the balancing machine requires adding larger amounts of weight, request the technician to “turn-the-tire” to better match the high and low spots of the wheel and tire to minimize the amount of weight required. Often times by doing this, the amount of weight can be reduced. Not all technicians are willing to do this because of the time involved, but you should insist. Be mindful that with a whitewall tire, the whitewall stripe is on only one side of the tire and can be 5/8" thick and heavy in weight. Additional weights are required to balance and off-set the whitewall's weight.
- 8) Never mix bias and radial tires on the same vehicle because the vehicle may steer uncontrollably.
- 9) Old rims can often be out-of-round and should be carefully checked before mounting.
- 10) Older rims designed for bias-ply tires may crack if used with modern radials, as the radial places more stress on the wheel.
- 11) Be careful to follow tire pressure recommendations for your tires.
- 12) **Tire life:** It is the law in some states that tires over six years old should be replaced. In some states, a tire shop is not legally permitted to service any tire that is six years old or older. Most responsible tire shops will recommend replacing tires that are six years old or older.
- 13) **Wheel size:** Make certain that the tire you have selected is the correct size for your rims. We can assist you with recommendations if you do not know the correct size already.
- 14) **Maintenance:** We recommend our own Motorspot Kustoms Secret Formula whitewall cleaner. It works the best of any product we have ever used. You can also try Mr. Clean Magic Eraser and Simple Green Extreme. Avoid using products that contain bleach or other harsh cleaning agents such as Comet cleanser, Ajax or Brillo. These types of products will cause your tires to crack and yellow over time. Also Armorall can cause discoloration of the whitewalls as well.
- 15) **Our-of-round conditions.** If your tire technician advises you that the tires are “out-of-round or OOR”, please ask the technician to print-out or write-down the radial and lateral run-out measurements he is able to take. This information will assist us in making further recommendations and aid us in trouble-shooting the problem.

Please do not hesitate to contact us at any time with questions or comments about your new tires.
We appreciate your business and look forward to serving you again.

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