MID AMERICA MOTORWORKS™

INSTRUCTION SHEET

Part Number

608-580 608-581
608-582 608-594
608-595

Application: 1963-1966 Corvette

Search: ***Wheels***
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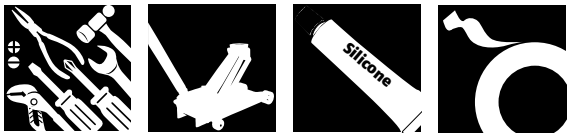
Corvette America - Knockoff Wheel

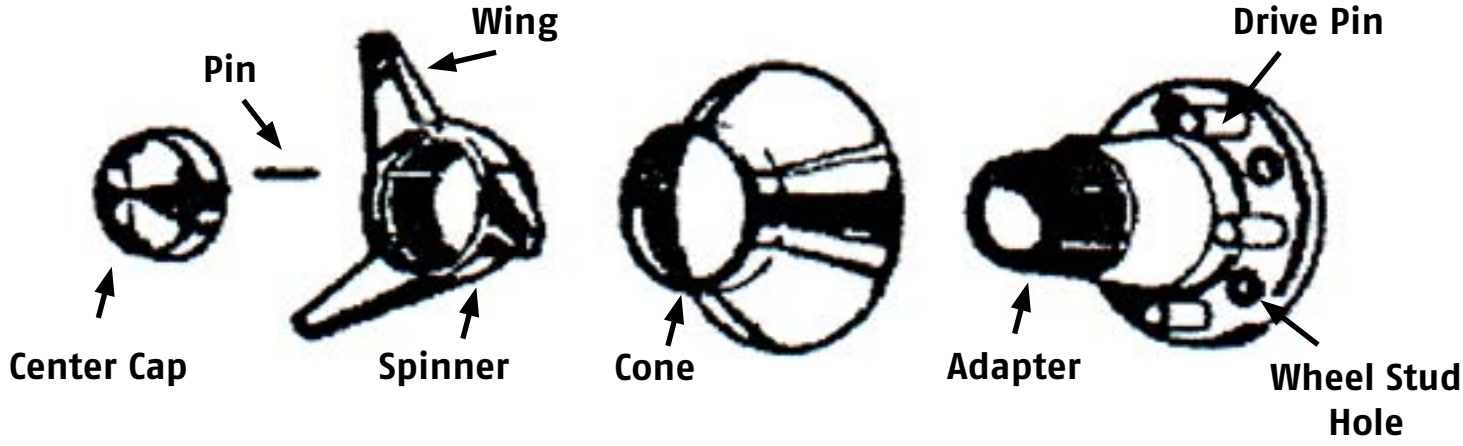
SKILL LEVEL 1

Tools Needed



Part Includes

4 - Knockoff Wheels	2 - Right hand Spinners
2 - Left hand Adapters	4 - Cones
2 - Left hand Spinners	4 - Center Cups
2 - Right hand Adapters	4 - Knockoff Pins



See diagram above for identification of hardware items. If your set does not contain the correct assortment of pieces, contact the Corvette America Dealer where purchased for replacement of necessary items.

STEP 1. Prior to tire installation, check all Adapters in the Knockoff Wheels by inserting the threaded end of the Adapter into the center opening of the Knockoff Wheel and aligning the drive pins on Adapter with the small holes on the back of the Knockoff Wheel. The Adapters should all seat flush against the Knockoff Wheels, with a minimum of free play between the drive pins and the drive pin holes.

STEP 2. Have your tires installed on the Knockoff Wheels and have the Knockoff Wheel/tire assemblies properly balanced prior to installation on the vehicle. An unbalanced or improperly balanced Knockoff Wheel/tire assembly can cause excessive vibration and contribute to failure of the assembly.

Take your Knockoff Wheels to a reputable dealer for tire installation. Knockoff Wheels represent a considerable investment in your automobile and can be easily marred by someone not familiar with aluminum wheels.

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Description (cont.)

STEP 3. While each Spinner and Adapter are marked "LH" and "RH" for Left-hand and Right-Hand respectively, compare your hardware to the diagram (3A & 3B right) to ensure no errors were made during the stamping or machining process:

• If your spinner/adapter assemblies differ from the diagram, return them to the Corvette America Dealer where you purchased for replacement.

• Please note that in all instances referring to Left-hand or Right-hand, the viewing point is at the rear of the vehicle, looking toward the front. With American cars, the left side is the driver's side and the right side is the passenger's side.

• The Spinners and adapters must be installed on the proper sides of the vehicle or failure of the assembly could result.

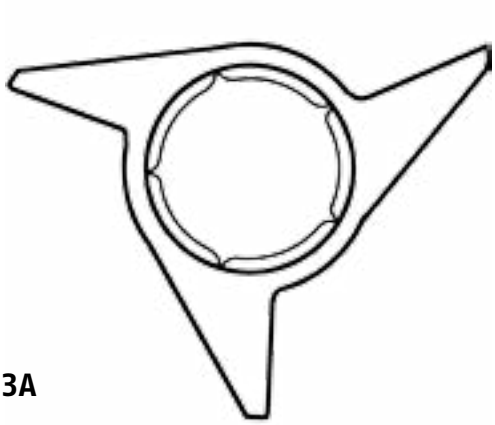
STEP 4. Jack up the car according to the manufacturer's instructions. Use jack stands to support the vehicle. Never work under a vehicle that is supported only by a jack.

STEP 5. The mating surfaces of the back of the Adapters and the face of the brake drums or rotors must be clean and free of any dirt, grease, or other debris. Clean the surfaces with a wire brush if necessary. Also, the brake drums or rotors must be flat to seat flush with the Adapters. Bent, warped or damaged drums or rotors should be replaced before installing the Knockoff Wheels.

STEP 6. Install the proper side Adapter by aligning the vehicle hub studs with the holes in the adapter and tightening the lug nuts to 75-85 ft./lbs. of torque. Original equipment lug nuts are acceptable, but longer thread length Corvette America Knockoff lug nuts are recommended.

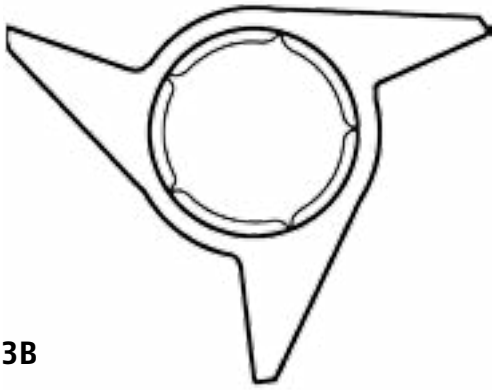
STEP 7. Install the Knockoff wheel/tire assembly on the adapter by aligning the small holes in the back of the knockoff wheel with the adapter drive pins. The Knockoff wheel must seat flush against the adapter. If you are not sure the Knockoff wheel is seating flush, remove the adapter from the car and check it in the knockoff wheel while it is off the car. If the Knock-off wheel and adapter will not seat properly, return them to the vendor where purchased for replacement (see step #2).

STEP 8. Once the Knockoff Wheel/tire assembly is seated against the adapt-er, place the cone on the front of the Knockoff wheel. To eliminate possible Cone rattle, two 1/4' beads of silicone, permatex, or any non-hardening, heat resistant polymer compound for general automotive use may be placed inside the Cone. See diagram 8A right:



3A

LEFT HAND – Wings point in a Counter-clockwise direction. Spinner tightens on to Adapter in a clockwise direction.



3B

RIGHT HAND- Wings point in a Clockwise direction. Spinner tightens on to Adapter in·a Counter-clockwise direction.

8A

Description (cont.)

STEP 9. Install the proper side Spinner onto the threaded area of the Adapter. Tighten as tight as possible by hand. As a "rule of thumb", the spinners always tighten to the rear of the car.

STEP 10. Have a helper step on the brake pedal while tightening the Spinner further by striking the wings of the Spinner with a Lead Hammer 7-8 hard blows. Don't be afraid to hit the Spinner. It will not break and will not mar as long as the Lead Hammer is in good condition. (Lead is softer than chrome, and will not mar the chrome)

STEP 11. Note that both the spinner and adapter threads each contain semi-circular grooves. As you finish tightening the Spinner with the Lead Hammer, a semi-circular groove on the adapter and one on the spinner should align to form a circle. The Knock off pin will be installed in this circle in a later step.

If the spinner is tightened with the Lead hammer and two semi-circular grooves don't align, the Spinner must be tightened further to allow alignment Never back off a Spinner once tightened, to allow alignment of the semi circular grooves.

STEP 12. With the exception of the Knock off Pin and the Center Cap, this completes the installation of one Knock off Wheel. Repeat these procedures on the remaining Knockoff wheels. The Knockoff pins and center caps will be installed later.

STEP 13. Once all four of the Knockoff Wheels are installed on the vehicle as outlined above, put an indexing mark on each Spinner/adapter assembly with a fine-line marker or indelible pencil by drawing a straight line across the top of the adapter onto the edge of the spinner. (See diagram 13A right.)

This will give you an immediate reference point to see if the spinner is loosening during test drives. After each Spinner/adapter assembly is indexed, lower the vehicle to the ground and drive the car slowly while listening for any "clicking" or other strange sounds that may indicate a Knockoff Wheel is not properly tightened. A Knockoff Wheel that is coming loose will also make the car wander from side to side and a lack of control will be evident.

After a short distance, stop the vehicle and examine the index marks for alignment. They should still be aligned. If they are not aligned, the Spinners were not tightened properly and are too loose. Re-tighten the Spinners as outlined in steps #10 and #11. After tightening again, if necessary, put new index marks on each Spinner/Adapter assembly, repeat the slow speed test drive, and check the index marks again. They should be aligned. After the Spinners are properly tightened and no loosening is indicated by the index marks, test drive the vehicle several times over a short distance. Increase speed 10 mph for each test drive, up to legal highway speeds, and check the index marks after each test.

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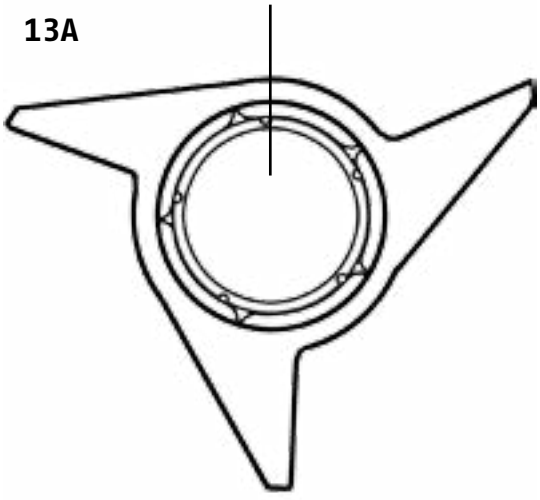
Draw an index line - like this.

13A

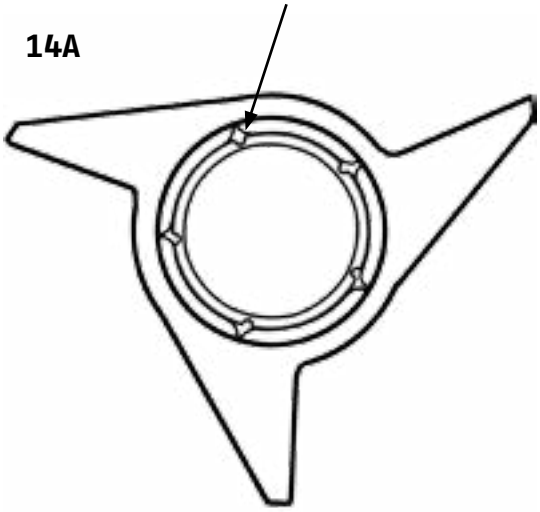


Description (cont.)

STEP 14. After the car has been test driven as above and it is clear the spinners are properly tightened, insert the Knockoff Pins into the holes formed by the semi-circular grooves on the Adapters and Spinners. (See diagram 14A right.)

The Knockoff Pins are slightly tapered and the smaller end should be inserted first. It may be necessary to tap the pins with a hammer so they go far enough into the spinner adapter assemblies to allow the Center Cap to snap into place. Once the Knockoff pins are in place, install the Center Caps by pushing them into the center of the Spinner with the heel of your hand until they snap in place. This completes the installation of your Knockoff Wheel Set.

14A



PLEASE NOTE: THE KNOCKOFF PINS ARE NOT DESIGNED OR INTENDED TO PREVENT AN IMPROPERLY INSTALLED KNOCKOFF WHEEL FROM LOOSENING AND A KNOCKOFF WHEEL FROM COMING OFF A CAR! THE KNOCKOFF PINS ARE INTENDED TO ADD AN EXTRA MEASURE OF SAFETY THAT A KNOCKOFF ASSEMBLY THAT HAS BEEN PROPERLY INSTALLED. THE KNOCKOFF PINS ARE NOT A SUBSTITUTE FOR PROPER ATTENTION TO DETAIL DURING THE INSTALLATION PROCESS.

Once the Knockoff Wheels area properly installed, it is recommended they be checked at the 100 mile interval, 500 mile interval, and every 1000 miles afterward.

CAUTION: THESE KNOCKOFF WHEELS ARE A SPECIALIZED STYLE AND REQUIRE SPECIAL INSTALLATION PROCEDURES TO PERFORM SAFELY. THESE PROCEDURES ARE NOT WELL KNOWN BY THE AVERAGE MECHANIC. BE VERY CAREFUL IN ALLOWING INDIVIDUALS WHO ARE NOT FAMILIAR WITH PROPER INSTALLATION PROCEDURES TO ATTEMPT REMOVAL OR INSTALLATION OF THE WHEELS. FAILURE TO PROPERLY FOLLOW THE INSTALLATION STEPS DESCRIBED ABOVE COULD RESULT IN THE FAILURE OF A KNOCKOFF ASSEMBLY LEADING TO VEHICLE DAMAGE AND BODILY INJURY.

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