

INSTALLATION GUIDE

It is recommended that you use a licensed installation facility to install E2 Wheels. Failure to do so could result in damage to your vehicle, wheels, or yourself.

Any questions can be directed to our Customer Service Department at www.esecarbon.com or (877) 213-8662 ext.12.



1a. Confirm Wheel Size

- 1** Prior to mounting tires on your new E2® wheels, perform a visual inspection. Confirm the wheel size, number of bolt holes, bolt pattern and offset. Then test fit the E2 wheel to the hub to confirm clearance of brake calipers or other brake hardware, etc. . When removing wheel hardware, an impact wrench should never be used to torque lug nut hardware. An impact wrench may damage the lugs or studs and may cause damage to the wheel.



1b. Brake Calipers

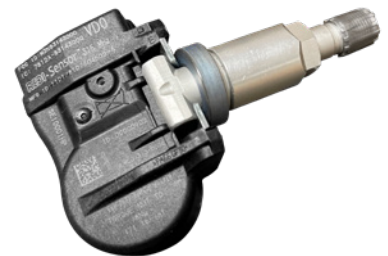
- 2** Do not exceed the axle weight rating or tire diameter specified by your vehicle manufacturer.
- 3** Check that the attachment nuts match the thread diameters and pitch on the vehicle. Cone nuts **must** be used. Should the proper type of lug nuts not be used, they will not properly tighten and could result in loosening, excessive vibration, and may ultimately come off while the vehicle is moving. You may choose to re-use the existing nuts on your vehicle or source aftermarket replacements.

- 4** ESE recommends that new accessory valves and/or TPMS sensors be installed by a licensed, authorized service center. Please note that the re-use of existing accessory valves may result in air leaks.

- 5** Wheels must sit flat against the vehicle's hubs. Prior to installation, remove any rust and dirt from the mounting surface of hubs and brake rotors. Note that ESE does not recommend the use of aftermarket hub plates/spacers.

- 6** Some vehicles may require modification to wheel studs (if equipped). While this modification can be performed by the owner (**basic overview included with installation guide: Replacing Wheel Studs 4 Steps**), it is not recommended. ESE recommends that the owner have a licensed, authorized service center perform installation.

- 7** Always tighten lug nuts to the recommended torque of the vehicle manufacturer. Use a torque wrench to tighten the lug nuts to the manufacturers recommended torque in a star pattern (See below). Over-torquing can result in stripped lug nuts, broken wheel studs or brake rotor distortion.



4a. TPMS Sensor



7a. Proper Lug Tightening: Cross Pattern



7b. Impact Gun & Torque Wrench

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- 8 After mounting wheels and tires, it is recommended that they be balanced. Improper wheel balance can cause vibration during driving. It can also cause uneven tire wear and puts undue stress on your shocks, wheel bearings and wheel assemblies. It is advisable to have the wheels aligned by a trained professional automotive shop.

8a. Balancing Machine

POST INSTALLATION

- 1 Check that tires do not contact any part of the body or the suspension system. **(When checking the front wheels, turn the steering wheel all the way left and right.)** Listen for signs of any grinding or rubbing.
- 2 Before driving, always check the air pressure in the tires. For correct tire pressure, consult your owner's manual or check the sidewall of your tire. Tire pressure should be checked once a week, early in the morning before the vehicle has been driven. The heat of the day and/or driving more than a few miles will cause an incorrect cold pressure reading.
- 3 The lug nuts can become loose during the first 100 miles after the wheels are fitted or rotated. Use a torque wrench to make sure the nuts are at the recommended torque. It is recommended that torque is checked after the first 5 miles of driving and again after 50 to 100 miles.

CLEANING AND MAINTENANCE:

Use of a hose and a soft cloth along with a mild soap is recommended when cleaning your E2 wheels. Hard or coarse brushes, chemical-based cleaners or acidic sprays is not recommended and may cause damage to the wheel's clear coat, voiding the warranty. Note that many drive through and self-serve car washed offer wheel cleaner options that rely on acid wash chemicals that are very damaging to wheel finishes and should be avoided entirely.

REGARDING WHEEL DAMAGE:

"Curb-Rash" is defined as damage caused by the wheel being rubbed along a curb or other stationary surface. Minor surface damage may be repairable and should be addressed by a member of ESE's technical service group. Damage that has impacted layers below the clear coat may render the wheel irreparable. If this is determined to be the case, the wheel should be taken out of service and replaced immediately to avoid possible damage to the vehicle or passenger injury. For information regarding wheel damage coverage, please consult your ESE warranty.

Use of wheels for racing or track applications will void any warranties.

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