

15: After the car has been test driven and it is clear the Spinners are properly tightened, insert the Anti-Theft Pins into the holes formed by the semi-circular grooves on the Adapters and Spinners. (See diagram)

The Anti-theft 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 in place. Once the Anti-Theft Pins are in place, install the Center Caps.

Note: There are three tabs equally spaced around the circumference of the Center Cap. Place two tabs under the machined lip in the center opening of the spinner and push on the third tab with your thumb until the center cap snaps into place. This completes the installation of your Knockoff Wheel Set.

Note: The Anti-theft Pins are not designed or intended to prevent an improperly installed Knockoff Spinner from loosening and a Knockoff Wheel from coming off a car. The Anti-Theft Pins are intended to add an extra measure of security against theft by increasing the number of steps and time required to remove the wheels from the car. They are not a substitute for proper attention to detail during the installation process.

Once the Knockoff Wheels are properly installed, it is recommended they be checked at the 100 mile interval, 500 mile interval and every 1,000 miles afterward.

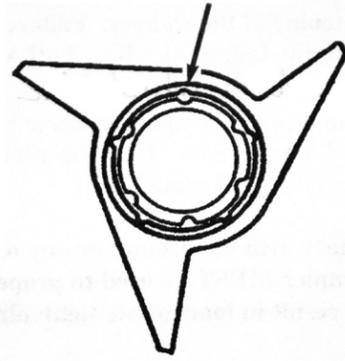
Caution: These Knockoff wheels are a specialized style and require special installation procedures to perform safely. These procedures are not well known by the average mechanic. Be very careful in allowing individuals who are not familiar with proper installation procedures to attempt removal or installation 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.

CA Policy:

30 Day Limited Warranty — All products are warranted to be free of defects in workmanship and materials for a period of 30 days from invoice shipment date. CA cannot ensure that these directions will be followed completely and/or correctly. Therefore, THE OBLIGATION OF CA, WARRANTOR, IS LIMITED TO REPLACEMENT OF DEFECTIVE MERCHANDISE ONLY. THERE ARE NO OTHER WARRANTIES, EITHER EXPRESSED OR IMPLIED. WARRANTOR SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES INCLUDING, BUT NOT NECESSARILY LIMITED TO, LOSSES CAUSED BY DELAY IN THE INSTALLATION OF WARRANTOR'S PRODUCTS, OR FOR THE TRANSPORTATION OR ANY OTHER CHARGE INCURRED IN THE REPAIR OR REPLACEMENT OF A DEFECTIVE ITEM, OR REMOVAL OR USE OF THIS MERCHANDISE.

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Good Alignment
Anti-theft Pin goes here.



Aluminum Replica Knockoff Wheels

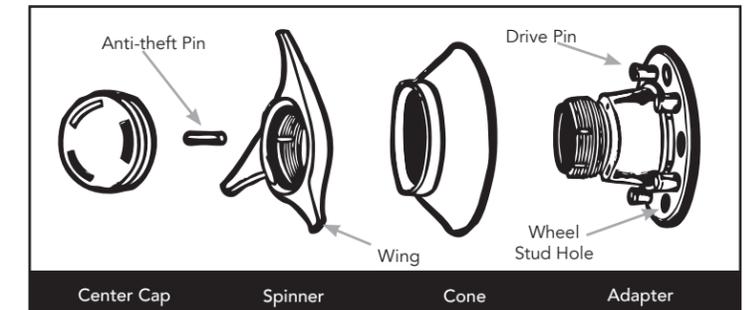
To Fit 1963-1966 Corvettes



Important Notice!

These instructions must be read, understood and followed when installing your Replica Knockoff Wheels. Failure to follow these instructions could result in improper installation leading to wheel failure, vehicle damage and/or bodily injury.

- 1: Inspect your wheel set for the correct assortment of parts. Your set should contain the following:
 - (4) Aluminum Replica Knockoff Wheels
 - (2) Left Hand Spinners & (2) Adapters
 - (2) Right Hand Spinners & (2) Adapters
 - (4) Cones
 - (4) Center Caps
 - (4) Anti-Theft Pins • (20) Lug nuts
 - (1) Knockoff Wheel Hammer



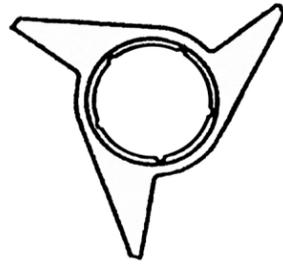
See diagram above for identification of hardware items. If your set does not contain the correct assortment of pieces, contact the Auto Accessories of America Authorized Dealer where purchased for replacement of necessary items.

- 2: 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 the 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.

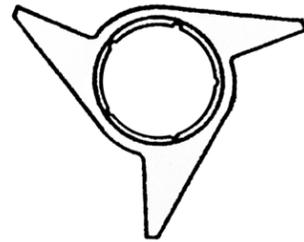
If the Adapter will not go into the Knockoff Wheel until it seats flush or if there appears to be too much play between the Adapter and the Knockoff Wheel, return the Knockoff Wheel Set to the Auto Accessories of America Authorized Dealer where purchased for replacement.

- 3: 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.

4: While each Spinner and Adapter are marked LH and RH (for Left-hand and Right-hand respectively), compare your hardware to the diagram below to ensure no errors were made during the stamping or machining process.



Left Hand — Wings point in a counter-clockwise direction. Spinner tightens onto Adapter in a clockwise direction.



Right Hand — Wings point in a clockwise direction. Spinner tightens onto Adapter in a counter-clockwise direction.

If your Spinner/Adapter assemblies differ from the diagram, return them to the Auto Accessories of America Dealer where purchased for replacement.

Note: All instances referring to Left-hand or Right-hand, the viewing point is at 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 or the vehicle of failure of the assembly could result.

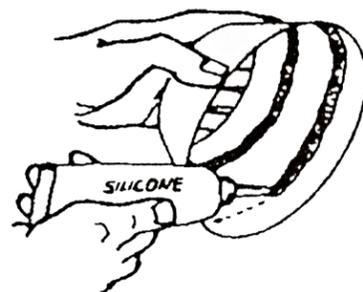
5: Jack up the car according to the manufacturer's instructions. Use jack stands to support the vehicle. Never work under a vehicle that is supported only by a jack.

6: 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.

7: Install the proper side Adapter by aligning the vehicle's wheel studs with the holes in the Adapter and securing with the Knockoff lug nuts supplied with your Wheel set. Tighten to 75-85 ft./lbs. of torque.

8: 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 Knockoff Wheel and Adapter will not seat properly, return them to the Auto Accessories of America Dealer where purchased for replacement. (See Step #2).

9: Once the Knockoff Wheel/Tire Assembly is seated against the Adapter, 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, water resistant polymer compound for general automotive use may be placed inside the Cone. (See diagram).



10: 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.

As you install the Spinner, you must ensure that the beveled seating surface on the back of the Spinner is in contact with the matching surface on the front of the wheel, and that the spinner does not contact the cone or anything else that can prevent proper tightening of the Spinner. Failure to follow this point could result in inadequate tightening of the Spinner and lead to failure of a Knockoff Assembly.

11: With the Knockoff Wheel/Tire Assembly off the ground, have a helper step on the brake pedal while tightening the Spinner further by striking the wings of the Spinner with the supplied Knockoff Wheel 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.

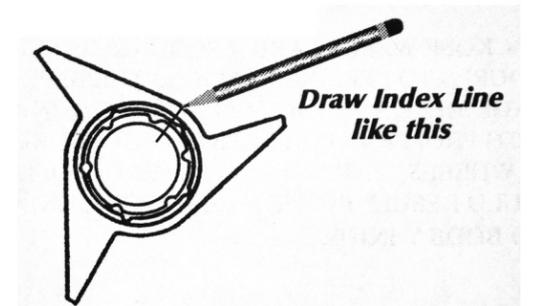
The Knockoff Wheel must NOT be in contact with the ground or any other surface, the brake pedal MUST be depressed and the Knockoff Wheel Hammer MUST be used to properly tighten the Knockoff Wheels. Failure to follow any of these points could result in inadequate tightening of the Spinner and lead to failure of a Knockoff Assembly.

12: Note that both the Spinner and Adapter threads each contain semi-circular grooves. As you finish tightening the Spinner with the Knockoff Hammer, a semi-circular groove on the Adapter and one on the Spinner should align to form a circle. The Anti-theft Pin will be installed in this circle in a later step.

If the Spinner is tightened with the Knockoff 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.

13: With the exception of the Anti-theft Pin and the Center Cap, this completes the installation of one Knockoff Wheel. Repeat these procedures on the remaining Knockoff Wheels. The Anti-Theft Pins and Center Caps will be installed later.

14: 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).



This will give you an immediate reference point to see if the Spinner is properly tightened during the 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 #11 and #12.** 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, test drive the vehicle several times over a short distance. Increased the speed 10 mph for each test drive, up to legal highway speeds, and check the index marks after each test.