



TEXAN WIRE WHEELS

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HUB CENTRIC RINGS & HUB/WHEEL CENTRIC ADAPTERS

"Texan Wire Wheels does NOT condone the use of adapters to put FWD wheels onto RWD cars. The use of adapters of ANY sort will VOID THE WARRANTY on our wheels."

THIS IS AN EDUCATION ON AN EXTREMELY IMPORTANT ISSUE, THE USE OF HUB CENTRIC RINGS AND ALSO HUB/WHEEL CENTRIC ADAPTERS. THE INFORMATION HERE MAY VERY WELL SAVE YOUR LIFE, OR AT THE VERY LEAST POSSIBLY KEEPING YOU FROM NEEDLESSLY DAMAGING YOUR CAR. IT WILL ALSO EXPLAIN ANY VIBRATIONS OR SHAKING YOUR CAR MAY HAVE ACQUIRED AFTER INSTALLING UNIVERSAL-FIT WHEELS FROM ANY WHEEL MANUFACTURER.

Hub centric rings are for FWD cars, and hub/wheel centric adapters are for RWD cars. The term "hub centric" means that the wheel is centered on the axle it is bolted to. The term "hub and wheel centric" is a term reserved for adapters, it means that the adapter is centered on the axle its bolted to and that the wheel that bolts to the adapter is centered on the adapter. If you look at a stock rim, you'll notice that the hole in the middle of the rim fits tightly over a "lip" protruding from the center of the brake rotor. That lip is what centers the wheel on the rotor, and more importantly, the weight of the car is riding on the lip, NOT the wheel studs. The large hole in the back of our wheels are sized just like the originals, 3.171 inches (3 & 11/64ths) in diameter. To fill the gap between the hole in the back of the wheel and the lip on the brake rotor, properly center the wheels, and also to put the load back onto the lip instead of the wheel studs on FWD cars is to use an item called a hub centric ring. It slips over the original lip on the brake rotor and gives the rim a lip it can center itself on and ride on...RWD cars need hub and wheel centric adapters to accomplish this. Also, the original 83's and 84's (and ours too) are a unilug design. There's no way a unilug wheel can center itself on the car, so hub centric rings or hub/wheel centric adapters are absolutely necessary on ALL cars!!!! Even though the tires balanced well and spun straight on the balancer, the car still shakes because the wheels aren't centered on the axle they are bolted to, and to make matters worse, the weight of the car is sitting on the studs!!! The weight of the car is supposed to be supported by the lip on the brake rotor, NOT the wheel studs! Measure the diameter of the lip on your brake rotor. If it isn't 3.171 (3 & 11/64ths) inches, THEN YOU NEED EITHER THE HUB CENTRIC RINGS FOR FWD CARS OR THE HUB AND WHEEL CENTRIC ADAPTERS FOR RWD CARS, PERIOD!!

If you watch a wheel that's off center from its rolling axis spin, it has an up-and-down motion to it, like the tire is rolling over invisible bumps in the road....This up-and-down motion while spinning has the same effect on the rim as if you held it from the center hub and beat the rim against the pavement, over and over, every time it rolls one full turn!! The sidewall of the tire is the only "shock absorber" for this kind of action, and low-profile tires have stiff sidewalls!! This is the reason for the "mystery shake" almost everyone gets when they bolt on universal fit wheels!!! Remember, FWD cars need just the rings, but RWD cars need hub and wheel centric adapters to make up for the offset difference between a FWD wheel and a RWD wheel. If the adapters you are currently using are not **both** hub **and** wheel centric the problem is TWICE as bad!! Why? Because first the adapter is off center on the axle, and second, the wheel is off-center on the adapter!!! If your adapters don't have a 3.171 (3 & 11/64ths) inch diameter lip on the front of them so the wheels can center themselves on them, and to also put the weight of the car on that lip instead of on the wheel studs coming out the front of the adapters, then you're taking a big risk....Adapters are critical parts and need to be correct for your car!!

Also, the hole in the center of the adapter **has** to be the same size as the lip on your brake rotor, otherwise you'll have the exact same "off center" problem that universal-style wheels have, along with the weight of the car still being supported by the studs on the brake rotor!!! That's why adapters **HAVE TO BE BOTH HUB AND WHEEL CENTRIC, NO EXCEPTIONS!!!!** This has been the reason all along for broken studs, wheels breaking off, "mystery shakes", and yes, it could possibly even be the cause of the original 83's and 84's clacking problem!!! It wasn't that the original 83's and 84's were really all that bad (but our steel hubs can take this abuse, the originals aluminum hub cant), it was that nobody really bothered to investigate the hub and wheel centric issue as being the main cause of all the problems associated with 83's and 84's (along with all the other universal fit wheels out there) into this kind of depth before.

Here's something else that we'll bet not too many people know about.....Since 84's have a greater offset than 83's, you'll need thicker adapters on 84's than on 83's to get the wheels back into in the right location in the wheel wells on RWD cars. Remember, FWD cars don't need adapters, they just need hub rings. The distance from the front edge of the rim to the mounting face where the studs go through is 4 inches on a stock 15x7 GM steel wheel. The distance on a RWD 30 spoke rim (30's) from the front edge of the rim to the backside of the hub (the mounting face) is also 4 inches. The distance from the front edge of the rim to the back of the hub on an 83 is 2-1/2 inches, and on an 84 its only 1-3/4 inches, a difference of 3/4 inches!

If you put the FWD rims on a RWD car you need the adapters to move the wheel back out to where it was in the wheel well otherwise the rim will sit very far inward. There is a 1-1/2 inch difference in offset between 30's and 83's, and a 2-1/4 inch difference in offset between 30's and 84's. So, to end up with the wheels back where they should be in the wheel wells on RWD cars, get 1-1/2 inch thick adapters if you're riding 83's and get 2-1/4 inch thick adapters if you're riding 84's These hub rings and hub/wheel centric adapters are a godsend for your car, once you put them on you won't believe the difference, even if you think your car doesn't shake...Even if you aren't feeling it, if the rim is off center on its axle, its shaking, TRUST US....And its only a matter of time before something either gives out or wears out much faster than usual.....If your car has a "mystery shake" you can't seem to get rid of, even though the tires are balanced and the suspension and stuff is ok, this hub/wheel centric stuff we're talking about is the reason why!!

Once again, all of this stuff mentioned so far is CRITICAL.... **We at TWW care about our customers' safety** and we also care about the durability of our product too, since the durability of any company's product will ultimately determine the reputation of the manufacturer of that product. The original 83's and 84's got a bad reputation for durability and also for a shaky ride.....TWW knows why, and we are letting everyone know about it so that you don't have to experience those same problems with our wheels. We can put you in touch with a high quality manufacturer of hub rings and adapters that will make the correct parts to order for your specific car if you like, just let us know.

**THIS IS FOR EVERYBODY ON UNIVERSAL FIT WHEELS INCLUDING 83's AND 84's:
GET THE HUB CENTRIC RINGS FOR FWD CARS, AND GET BOTH HUB AND WHEEL CENTRIC
ADAPTERS FOR RWD CARS, NO EXCEPTIONS PERIOD!!!!!!**

**WE ACCEPT NO LIABILITY FOR ANY DAMAGE, ACCIDENTS, ETC,
OR WHATEVER ELSE MAY OCCUR BECAUSE OF EITHER THE
ABSENCE OF THE CORRECT ADAPTERS OR HUB RINGS, OR THE USE OF
ADAPTERS OR HUB RINGS THAT HAVE NOT FIRST BEEN INSPECTED BY
TWW AT OUR FACILITY TO MAKE SURE THAT THEY ARE INDEED THE
CORRECT PARTS NEEDED FOR YOUR SPECIFIC VEHICLE AND THAT
THEY FIT AND WORK PROPERLY ON OUR WHEELS AS WELL.**