ROH

ROH WHEELS
AUSTRALIA 2024

ZULLO / **HYBRID**
BEADLOCK WHEEL

ZULLO

BEADLOCK

HYBRIDLOCK™ is ROH Wheels' exciting dual-beadlock technology, allowing your tyres to be fitted either using the traditional method with a beadlock-inspired lip, or as a genuine beadlock wheel for the most extreme offroad adventures.

HYBRIDLOCK

LOAD RATED 1650KG

LIFETIME STRUCTURAL WARRANTY

3 YEAR FINISH GUARANTEE

GVM+

TPMS COMPATIBLE

IMPORTANT: professional installation by a qualified tyre and wheel installer is required. Improper installation may cause serious damage and/or injury. Roh wheels is not responsible for damage caused by improper installation, assembly, or use.

WARNING: do not substitute any beadlock rings or hardware provided with our wheels.

WARRANTY NOTICE: Zullo Wheels are not covered by our structural or finish warranty when used as a beadlock due to their intended use.

NOTE: Beadlock wheels are intended for off-road use only and are not legal for street or highway use.

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INSTALLATION INSTRUCTIONS

Note: Remove the bolts that hold the plastic ring to the wheel so the real beadlock ring can be installed.

1. Install a valve stem into each wheel (not included).

2. Lay the wheel on a solid, flat surface or tyre mounting machine with the wheel face up.

3. Apply a generous amount of tyre lubricant to the tyre's rear bead.

4. Place the tyre on the face of the wheel, pressing firmly down with a rocking motion to get the rear bead over the front flange of the wheel and positioned to the rear safety hump of the wheel.

5. Centre the tyre and wheel, ensuring the front tyre bead properly aligns and seats with the front flange of the wheel.

6. Place the beadlock ring on the tyre/wheel. Line up the holes and press the beadlock ring firmly against the tyre.

Note: A specialized beadlock spacer may be required for certain tyres with beads 17.5mm or higher. These spacers are included with the purchase of beadlock rings, if they are not available with your delivery please contact ROH.

7. Starting with the bolt hole at the 12 o'clock position, install a bolt and washer, making them hand tight only. Repeat this process at the 3 o'clock, 6 o'clock, and 9 o'clock positions. The use of 'anti-seize' on bolt ends is highly recommended.

8. Install the remaining hardware, ensuring you hand tighten only. Inspect the gap between the ring and wheel to ensure it remains uniform. Once all hardware is installed, confirm that the tyre is seated evenly all the way around the inner beadlock seat. If it is not, adjust the tyre and/or wheel into the correct position. Please do not use any impact guns, hands tools only.

Note: Follow the torque instructions below. DO NOT SKIP THE FOLLOWING STEPS.

9. With all bolts installed hand tight, switch to a torque wrench and use a diagonal pattern, torque each bolt to 14~19 Nm.

10. Next, starting at the 12 o'clock position, working in a diagonal pattern, torque each bolt to 32 Nm. Make a second pass ensuring the rings are properly seated at the final torque of 32 Nm.

Note: There should be no gap between the wheel and ring (use a feeler gauge to verify proper fit)

11. Inflate the tyre. Proper inflation will cause the rear bead to seat, or pop into position. DO NOT exceed 40 PSI.

12. Before installing on the vehicle, check for leaks using soapy water or a dunk tank.

13. After the first drive (no more than 40 km), re-torque all bolts to 32 Nm. Check torque again every 300 km.