



1.9" Command Ring installation

1. Insert wheel into tire and lay flat.



2. Install "faux" bead lock hardware into your Command ring.





3. Insert ring into the front of the wheel, sliding the faux hardware into the easy mount holes. Then affix the ring to the wheel with six M2x7 screws.



4. Install the wheel onto your vehicle and tighten the axle nut.



Ideally, your wheel nut will sit lower than the 2 tabs that your center cap mounts to. Depending on your setup, you may need to trim the axle shaft, run a wider wheel hex/hub or a wheel widener so that the face of the nut sits flush or below these center cap mounting surfaces. Another way to gain some room for your axle shaft and wheel nut is to run your center cap inside out.



5. Install the 6 "faux" center cap screws (these thread into the cap only).



*Shown with center cap inside out to gain space for wheel nut.





6. You can now insert your center cap into the ring face, resting it on the 2 mounting tabs.



7. Install the final 2 screws for a completed setup.



If your center cap will not rest flat against the 2 mounting tabs, check for clearance between the center cap hardware and SLW or AO8 hardware behind it. You may need to trim the center cap hardware.



Installed with center cap in normal position:



Center cap inside out:





Troubleshooting

Issue: The Command ring hits my Hellcat (or other) wheel face.

Solution: At the time of release, the Command rings will fit all of our 1.9" wheels with the exception of the Hellcat. Because of the raised face of the Hellcat wheel, you will need to run a wheel widener to make it work.

Issue: The wheel nut for my 8L/Axial wheels sit higher than my center cap mounting tabs.

Solution: You should run a wheel nut that is 5mm or shorter OR you can try to flip your center cap inside out to gain some space for your wheel nut.

Issue: The wheel nut for my SLW or AO8 wheels sit higher than my center cap mounting tabs.

Solution: You should run a wheel nut that is 5mm or shorter OR you can try to flip your center cap inside out to gain some space for your wheel nut. Because your wheel is adjustable you can also try a different offset hub/flange if you want to run a taller axle nut.

Issue: The center cap hits my axle shaft.

Solution: Your axle shafts will need to be trimmed slightly to fit in the space provided by the ring. You may also be able to flip the center cap to gain some clearance.

Issue: The hardware I installed in my center cap hits the mounting screws for my SLW hub or AO8 flange. You may need to trim some or all of the hardware used for the center cap. Because your wheel is adjustable you can also try a different offset hub/flange if you do not want to trim the hardware.