



**FITTING INSTRUCTIONS
IMPORTANT CARE ADVICE**

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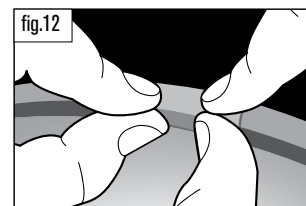
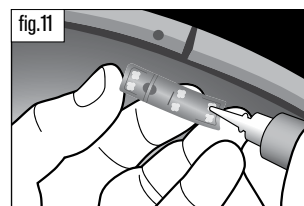
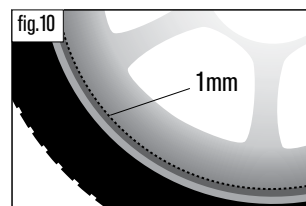
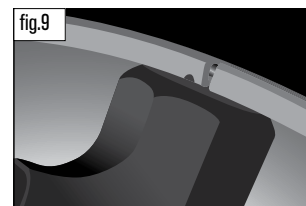
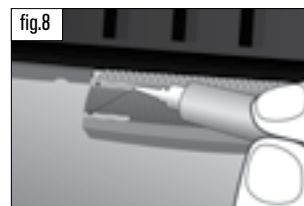
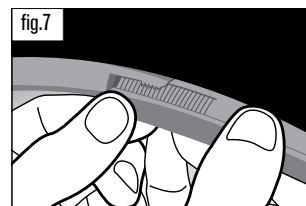
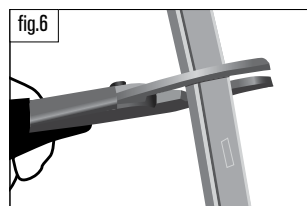
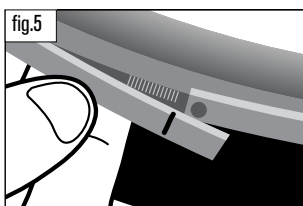
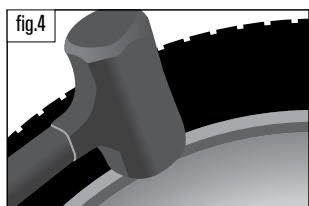
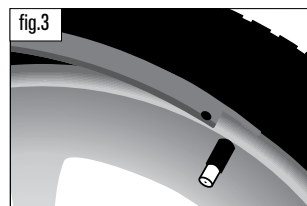
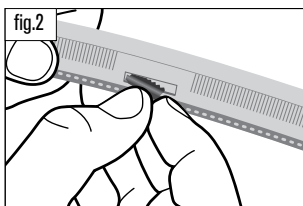
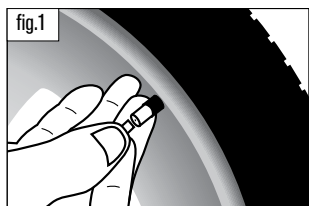
CARE ADVICE

**PROTECT
ENHANCE
CUSTOMISE**

FITTING INSTRUCTIONS

AlloyGator can be fitted whilst the wheels are on the vehicle and also when removed. You will need the following tools - rubber mallet, plastic pipe cutters or garden secateurs, jack and a means of re-inflating the tyre, ie. foot pump or mini compressor.

Insert the end of the AlloyGator suitability gauge, green end first with the colours facing upwards. Push this into the gap between wheel and tyre as far as it will go. You may find inserting this at a 45 degree angle is best initially. Gently bend/lower the gauge so that it follows the shape of the alloy wheel. Looking down over the wheel and tyre you are looking to see where the edge of the wheel is in relation to the red and green colours on the gauge. If the wheel edge finishes in the green portion then AlloyGator is suitable. If the wheel edge finishes in the red portion we would not recommend fitting our product.



A Jack up the vehicle according to the owner's handbook, until the wheel is clear of the ground. Fully deflate tyre (fig.1). Ensure fit and suitability with one AlloyGator prior to the inserting of the stainless steel clips on the remaining profiles. Failure to observe this will mean we are unable to refund your purchase should you find AlloyGator not suitable for your wheel & tyre combination.

B Identify your wheel size from the tyre sidewall eg. 205/55R16. The final two figures are the wheel size in inches ie. 16 inch.

C Insert the gripper into the AlloyGator, serrated edge first (fig.2) following the numbered slots until you reach your wheel size. Ensure the gripper fits flush into the slot and retaining groove. Clip all points starting from the end of the AlloyGator with the hole until you get to the number that corresponds with your wheel. This is the final point that you need to clip.

D Spray or wipe rim and tyre with mild soapy water - a weak car wash solution is ideal. Starting at the valve, insert the end of the AlloyGator with the hole in, (tab-end) between the rim and tyre (fig.3) and firmly tap in with mallet.

E Working anti-clockwise, firmly tap the top of the AlloyGator with the mallet, striking towards the centre

of the rim (fig.4) making sure it is in as far as it will go. Continue tapping the AlloyGator between the wheel and tyre around the rim until it overlaps back at the valve. Starting at the tab-end and working anti-clockwise, hitting away from the centre of the rim, seat the AlloyGator onto the wheel all the way round until you get back to the overlap. (fig.5)

F Mark the overlapped section in line with the first tooth on the tab end (fig.5).

G Pull the overlapped end back from the rim and using the cutters or secateurs, cut at the mark to remove the excess (fig.6).

H Gently tap the AlloyGator back into position making sure the ends mesh together along the locking teeth (fig.7). Before tapping all the way in, run a small amount of glue along the teeth between the two ends (fig.8). Firmly tap them into place hitting at a right angle to the wheel to make sure that the ends line up with each other.

I Working anti-clockwise, and hitting away from the centre of the rim, seat the AlloyGator onto the wheel all the way round (fig.9). Do the same for the joint using a square-on blow across both ends at the same time ensuring you apply equal pressure. Avoid hitting one side more firmly than the other. Inflate tyre to 10-15 psi and repeat for another rotation.

J Re-inflate the tyre in accordance with your vehicle handbook and again hitting away from the centre of the rim, seat the AlloyGator into its final position. There should be a slight gap but no more than a 1mm between the AlloyGator and the wheel (fig.10). When you have finally seated the AlloyGator profile, ensure that you do not have a gap at the back of the AlloyGator between it and the tyre. Please contact us should you need clarification on this.

K To fit the joint cover apply 4-6 dabs of glue evenly onto the underside of the cover (fig.11) and push the peg that is on the underside into the hole in the AlloyGator. Hold in place for 20 seconds (fig.12).

L Lower the wheel to the ground and remove jack. Repeat above until all wheels are protected.

M Vehicle tyre pressures should be checked an hour after fitting to ensure there is no loss of air and then at regular intervals in accordance with your vehicle handbook. If you damage your AlloyGator please refer to our care advice and 'How To' videos.

WARNING: It is important to monitor tyre pressures in line with your vehicle handbook recommendations. Substantial loss of pressure could result in the AlloyGator moving or, in extreme cases, coming out from between the wheel and tyre.

PLEASE NOTE: We recommend you regularly clean your wheels and AlloyGators with normal car shampoo or universal wheel cleaners suitable for delicate finishes like chrome. Avoid the harsh cleaners and thick, brush-on tyre shines used by some hand car washes.

IMPORTANT CARE ADVICE

Congratulations on choosing to fit AlloyGator, the Award Winning Alloy Wheel Protection System. Please read and follow this care advice to get the best results from our product. You can also visit our website and view our range of 'How To' videos.

Cleaning your AlloyGators

When cleaning your vehicle it is very important that you do not use acid based cleaning solutions. This type of product will damage the profile in the same way that, over time, it will damage the surface of your wheels. Many car washes use this chemical for speed and most wheel manufacturers/refurbishers will also recommend that it is avoided.

Cleaning up minor burrs using the Keyring Clean-up Tool

If the profile is damaged, it can be smoothed off using the supplied keyring. Hold at approx right angle to the AlloyGator, with the writing facing away, draw towards you as shown in the "how to" video section on our website.

It is unlikely that you will achieve a perfect result however you will, in most cases, achieve a good result which will not be noticeable unless closely inspected.

Machine Polished Wheels

Our product is not recommended for machine polished or diamond cut alloy wheels. Although fitting the product will provide superior protection against kerb damage, if there are existing imperfections in the lacquered wheel surface, it may increase the risk of moisture retention and accelerate wheel lacquer degradation. Providing there is no minute damage to the wheel surface, fitting the AlloyGator wheel rim protectors will not cause damage on its own, however AlloyGator Limited accepts no liability if the product when fitted causes such damage.

Despite this, we have many customers with machine polished wheels, who choose to use AlloyGators. Many customers prefer to re-lacquer the wheels should the need arise, than go to the far more costly and inconvenient trouble of removing the wheels and having them re-cut and repaired due to damage caused by kerb/pothole impact without AlloyGator protection.

Re-fitting the profile

Upon heavy impacts with pot holes and certain angles of kerbing it is possible for the profile to be pulled away from the wheel and tyre. Although this can look quite dramatic in some cases, the product should have done its job in preventing/lessening any damage sustained to the alloy wheel/tyre. It is very important that you do not leave the profile in this condition.

Even if several inches of the profile is pulled away from the wheel/tyre, it will still be secure, does not require removal and can normally be refitted successfully. If you have fitted the product yourself then follow the instructions below however if you have had the product fitted by one of our trade fitting partners then we would always recommend contacting them to arrange maintenance:

1. If the full profile has been pulled from between the wheel/tyre, and the metal clips can be seen on the back then the tyre will need to be fully deflated, or;
2. If the metal clips cannot be seen on the back of the profile then generally the profile can be knocked back in without deflating the tyre although letting some air out will help.
3. Hit the profile ideally using a 2lb "dead blow" hammer (rubber coated hammer containing ball bearings) on the outer edge of the affected area (see fig. 5). Water or a water & car wash liquid solution will aid fitting.

4. To fully seat the profile, hit it on the inside edge using a drawing motion (pull the hammer towards you upon impact)(see fig. 10) all the way around the profile. If the tyre has been fully deflated, perform this stage with no air in the tyre, again at 15-20 psi pressure and once again at full pressure.

The above process can be viewed in the 'How to' section of our website.

Changing your Tyres

In most cases the tyre can be changed without removing or disturbing the AlloyGator by treating it as the rim of the wheel, i.e. keep the head of the machine a couple of millimetres away from the profile. The tyre can be removed and refit over the profile.

When changing a tyre in this way, ensure that the joining clip located by the valve is at the 2 o'clock position on the tyre machine before you start levering the tyre at the 12 o'clock position. This avoids putting too much pressure on the joint. This is the same for the front and back of the tyre when removing or refitting.

Once the tyre is fitted and sealed on the bead, follow steps I and J to fully seat the profile.

Alternatively, for very tight tyres (particularly run-flats), it is sometimes easier to remove the AlloyGator profile. This is best to do by breaking the bead as usual, securing on the tyre removal machine and then pushing the tyre down using the machines' arm. Starting opposite the joining clip, flip the profile off the wheel (it will be tight). Change the tyre as normal, but before inflating to seal on the bead, put the profile back on the rim. Start at the valve with the joining clip nearest you (6 o'clock position whilst on the tyre removal machine), and then stretch the profile over the wheel working your way to the opposite side. It will be very tight, but with a slight twist and a push it is possible to achieve this without breaking the joint and should only take a matter of seconds. Now inflate the tyre to seal on the bead

with the valve core removed. The profile will most likely lift a little when the tyre 'pops' onto the bead. Let the tyre back down and follow steps to re-seat.

Changing a tyre following the above steps in most cases takes only a matter of 1-2 minutes longer than a normal tyre change.

Tyre Pressure Issues

In line with vehicle manufacturer's advice, we recommend that you regularly check your tyre pressure as part of your normal vehicle maintenance checks. Fitting our product will not cause tyre pressure loss but it may in some circumstances highlight existing issues with the bead seal. If you experience any loss in pressure we recommend that you visit the FAQ section of our website for further information.

Failure to properly maintain your AlloyGators particularly after any impact could in some circumstances result in the product coming loose. Should you fail to maintain the product or address any damage caused by impact of any kind, any resulting damage will expressly be the responsibility of the customer.

Use of any acid based products, particularly cleaning agents, can cause damage to the profile. Warnings against the use of these products are located in our Terms and Conditions, the product fitting instructions and also the packaging. Any damage resulting from the use of inappropriate cleaning agents will be the express responsibility of the customer.

The AlloyGator product is designed for use in normal driving conditions and up to the legal speed limit. It is not recommended for use on vehicles intended to be driven off-road or under abnormal driving conditions.



**PROTECT WHEELS FROM KERB DAMAGE
FITS WHEEL SIZES 12" UP TO 24"**

