



Center Relief Wide 5 – Installation Instructions

Front: Remove existing bolts from front dust cap. Install center relief casting with supplied bolts over front dust cap. Lubricate bolts with a suitable anti-seize compound. Torque bolts to 30 - 40 lbs. Plug jumper line into storage hole located next to valve in center of casting. (See Illustration 01).

Rear: Remove and discard outer dust cap and dust cap bolts from rear drive flange. Remove every other bolt from rear drive flange (4 bolts total). Verify clearance on rear drive flange, center relief will fit Wilwood, JFZ, and all other dimensionally similar drive flanges. (See Illustration 01).

Apply a 1/8" bead of silicone sealer to outer surface of drive flange. Install center relief casting with supplied bolts over rear drive flange. Lubricate bolts with a suitable anti-seize compound. Torque bolts to 30 - 40 lbs. Recheck torque after first practice and during weekly maintenance. Plug jumper line into storage hole located next to valve in center of casting.

Wheel Fitting: (See Illustration 02).

- Drill a 5/8" hole between 2 lug bolt holes through flat part of rim opposite of valve stem.
- Remove burrs and sharp edges from hole.
- Remove nut, washer, and grommet from wheel adapter.
- Insert grommet through 5/8" diameter hole, round side towards tire.
- Push wheel fitting through grommet, threads towards tire.
- Apply a small bead of silicone sealer around grommet on tire side of wheel.
- Install flat washer and nut onto adapter.
- Tighten nut with a socket held in your hand only
- Wipe excess silicone sealer from around washer and grommet.
- Check nut on wheel fitting every time tire is off wheel.
- Push metal clip until it locks open before plunging jumper line into wheel fitting.
- Push jumper line into wheel fitting until metal clip locks it into place.

General Notes:

To install tire: Plug jumper line into wheel after tightening lugs on wheel!

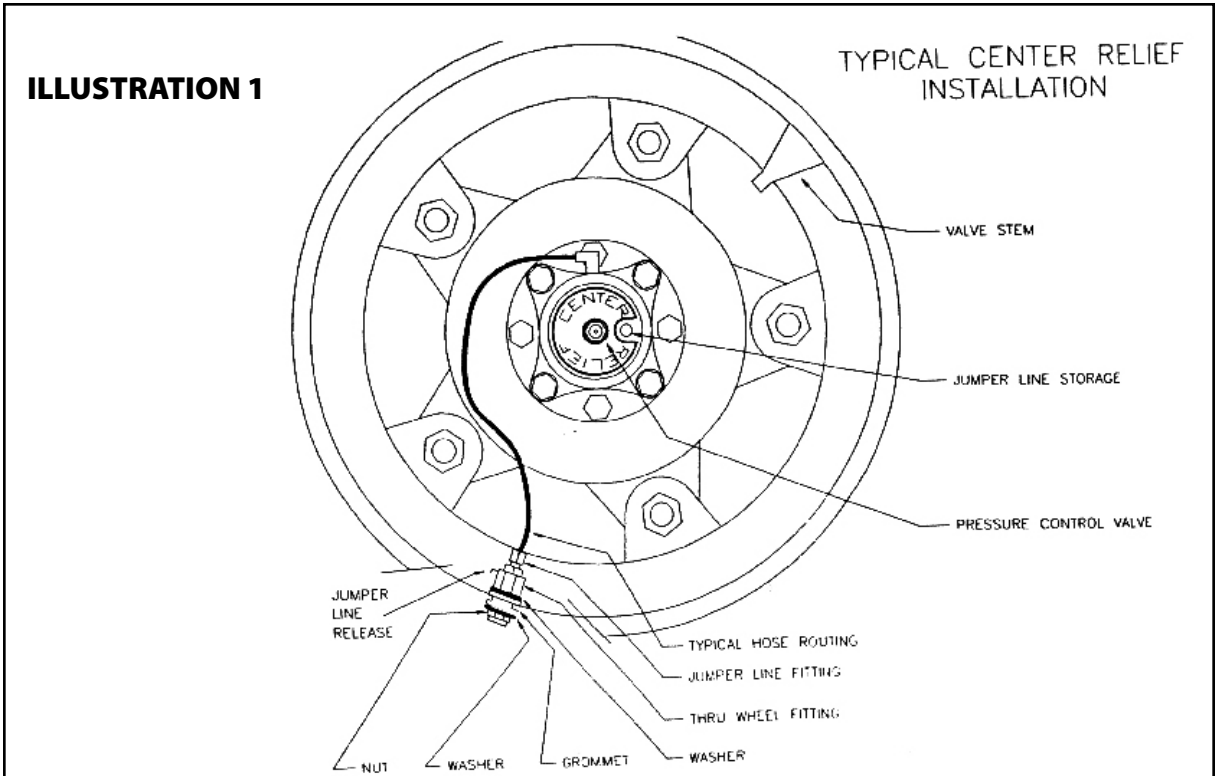
To remove tire: Unplug and store jumper line before removing lugs!

To adjust pressure: Hold lock ring with index finger of one hand; loosen cap with index finger and thumb of other hand. Turn cap and lock ring clockwise to increase pressure. Hold lock ring with index finger; tighten with thumb and index finger of other hand.

Pressure control valves should be disassembled, cleaned, and lubricated before each race. Use denatured alcohol to clean components. Use powdered graphite or similar lubricant that dries without leaving a sticky film on the valve seat or face. You should be able to run higher air pressure than before using center relief control valves. To change tire size for a stagger change, adjust the control valve setting then run the tire before rechecking stagger with a tape. TIRE WILL NOT PROPERLY CHANGE SIZE UNTIL IT IS RUN AFTER PRESSURE CHANGE. To stretch a tire with high air pressure, leave jumper line unplugged from wheel. DO NOT PUT A SCREW INTO CONTIL VALVE CAP AGAINST VALVE, VALVE WILL BE DAMAGED.

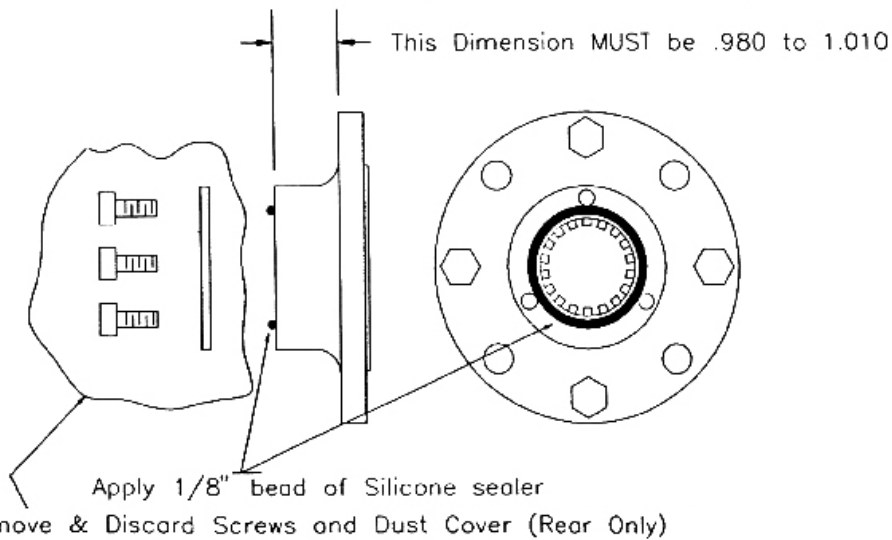
If the PTFE jumper line is pulled out of the fitting on the casting before disconnecting the jumper line from the wheel, the fitting will be damaged. THE FITTING MUST BE REPLACED IF THIS HAPPENS. To change the jumper line due to damage, push in hard on the ring at the end of the fitting on the casting while pulling on the PTFE line and the line will be released from fitting without damage.

Allstar Performance 8300 Lane Dr., Watervliet, MI 49098
Phone: (269) 463-8000 Fax: (800) 772-2618 www.allstarperformance.com



WARNING ! CHECK REAR DRIVE FLANGE HEIGHT BEFORE INSTALLING CENTER RELIEFS. THIS DIMENSION SHOULD BE 1.00"
 (Wilwood, JFZ, and similar drive flanges have the correct height)

ILLUSTRATION 2



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