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Bead-Loc™ Myths and Misconceptions

There are many myths and misconceptions surrounding bead-loc wheels. You may hear that bead-loc wheels aren't street legal or they aren't Department Of transportation (DOT) approved. Some say they are impossible to balance or leak. These are a just a few of the misconceptions.

Most of these statements have some basis in fact, but not all bead-loc wheels are created equal and hence blanket statements are erroneous generalizations. Perhaps the most common misconception regarding WELD Street & Strip and REKON Off Road bead-loc wheels is that they are illegal for street use. However, there are a lot of variables that the consumer must weigh to see if these wheels are right for his or her application.





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Does your state have a ban on Multi-Piece wheels?

Some states have laws against multi-piece wheel designs; hence all bead-loc designs (with the exception of the inflatable tube type) would be illegal in these states. WELD has never found any specific anti-bead-loc law, nor any list of states that have these laws. As a consumer, you should verify that your state does not have such a law.

WELD Street & Strip and REKON Off Road Bead-loc Wheels are DOT compliant. That designation alone does not specifically mean they are street legal. All WELD wheels are designed to all applicable DOT Standards regarding wheel construction and have passed the Society of Automotive Engineers (SAE) Tests for Radial Fatigue, Impact, and Cornering Fatigue. Currently, DOT or SAE has no specific regulation or test requirements for bead-loc wheels.

Should I run bead-loc wheels on the street?

You can use them on the street provided your state has no specific laws prohibiting them. However, bead-loc wheels are a specialty piece of equipment and as such take higher maintenance and awareness to be used safely. Proper, regular maintenance of these wheels is critical and requires the consumer to do the initial install correctly; re-torque the wheels at least once a month; and replace all the bolts every year at a minimum. Owners should perform a visual inspection at each gas stop.

Can bead-locs be balanced?

Bead-locs can be balanced but it takes a few extra steps to successfully accomplish it. Proper balance can be compromised by improper mounting of the tires to the wheels. Most tire stores will not mount tires to bead-loc wheels meaning consumers will often mount the tires themselves. It is quite common for a tire to be mounted in such a way that the tire is not set on the wheel properly, making balancing very difficult. It's very important to mount the bead-loc according to the instructions and drive the vehicle before balancing the tires. It is recommended to drive at least 50-100 miles to seat the tire before balancing the wheels and re-torquing the bolts. WELD bead-loc wheels should not require the same amount of weight that a non-bead-loc wheel requires.

Do the bead-locs have the same corrosion protection as a normal wheel?

All REKON Off Road wheels are sold with WELD's ATC nano-ceramic all weather clear coat. ATC is an option for WELD Street & Strip wheels. The outer bead-loc ring, however, is a forged aluminum ring with an anodized coating that cannot be treated with our ATC coating. The aluminum bead-loc rings are considered a "sacrificial" part, meaning that they are going to take some abuse and need to be replaced periodically.

So what's the official WELD's standpoint on bead-locs?

WELD considers bead-loc wheels to be a specialty wheel and as such are only recommended for the true performance enthusiast. WELD Street & Strip and REKON Off Road bead-loc wheels are not for everyone and require regular maintenance and attention.

