



Weld Racing manufactures and sells innovative, precision engineered forged alloy racing wheels, not poorly executed copies of another companies' product, made off-shore, and given the name "racing" to market them. Innovative engineering has been the core of Weld Racing for 43 years. Form follows function at Weld Racing. Only the best materials and manufacturing techniques are utilized by Weld Racing. Weld Racing wheels are engineered to do a specific job and do it better than any other wheel. That job is winning. That is why Weld Racing wheels are the choice of racers in racings' most competitive classes.

Weld Racing saw a need to develop a light weight wheel for today's modern muscle cars that produce tremendous horsepower in street cars that also see the race track and often put enormous stress on wheels that also need to be as light as possible. Many of these cars are equipped with large brakes and new metric bolt circles that didn't exist a few years ago. Modern performance cars often require high offset wheels to put as much tire as possible under them for improved handling. Of course, Weld Racing didn't order rim shells from one supplier and centers from another to build a new wheel. Weld Racing designed and built the RT series three piece modular wheels as the next generation of street and race wheels using their own professional racing designs with increased strength for the rigors of street use. Manufactured in Kansas City like all Weld Racing wheels, this new product met the needs of many customers who needed to step up from the traditional Sport Forged series wheels that became street performance icons.

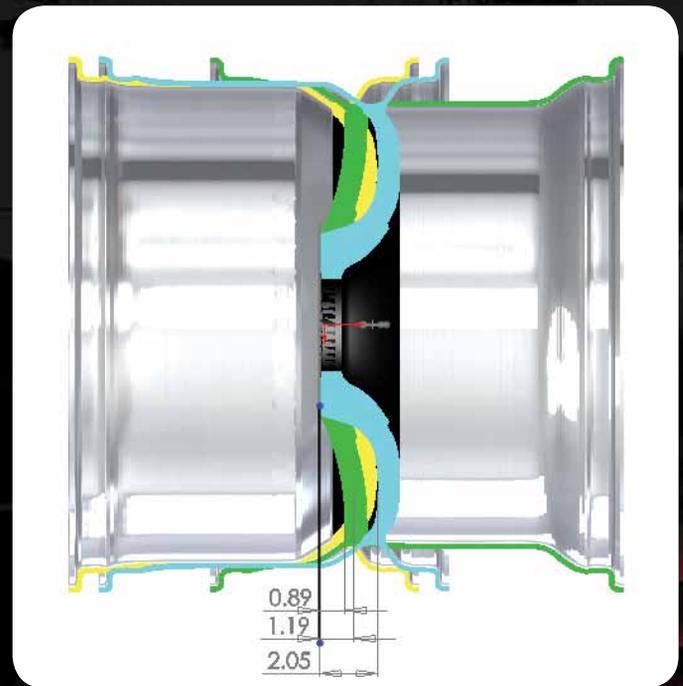
Customers applauded the new product, but asked for a wheel that could do it all, yet cost less, and also make it available in larger diameters. Weld Racing listened and went to work. A year later, the RT-S series was born.

RT-S wheels are built from two rim shells and a center, all forged alloy. Forged alloys have a 40% better strength to weight ratio than cast wheels and they out-perform pure billet designs. Pure billet wheels, while made from far superior alloys than cast wheels, are milled from billets of aluminum that are not forged to near net shape prior to machining. Pure billet wheels can suffer from delamination failures as the grain is not radially aligned like it is in a forged Weld Racing wheel. The Weld Racing RT-S wheels are then welded together to form a durable and strong, yet application flexible, wheel. With the new larger diameters came the need to fit even larger braking systems. The answer to this need was the low, medium, and new high mounting pad options for each diameter, width, and backspace. To be brief, the low pad wheels fit cars with drum brakes, early disc brakes and aftermarket drag racing brake systems. The medium pad fits the high performance factory brake systems first seen in 1965 on Corvettes and on other performance cars from the late 1980's onward, along with many aftermarket brake systems. The high pad is designed for modern super cars with fixed opposed piston calipers such as factory installed Brembo™ systems and the road racing capable aftermarket systems from Baer™, Brembo™, Wilwood™, and many others. You can view the physical differences between pad heights in the illustration below. With RT-S you can custom

configure diameters of 15, 17, and 18 inches with width from 4 to 18 inches in a large combination of back spaces. The 15 inch diameter wheels will accept drive studs for drag racing and meet SFI 15.1 drive wheel requirements. With Weld Racing RT-S wheels you can equip your fender less Hot Rod, your classic Muscle Car, your Restomod, your 1200 horsepower drag racer, or your 2010 Muscle Car with RT-S wheels and know that you have the very best wheels proudly made in Kansas City, USA.

Prices start at \$226 for 15", \$457 for 17", and \$556 for 18" with 20" in development.

### RT-S Pad Height Feature Defined:



The pad height drawing illustrates a critically important feature of the RT-S series. The low pad center is a relatively flat profile and is the lightest center with the least brake caliper clearance. It has a maximum clearance of .89" at the peak of the spoke curvature and is highlighted in green. The medium pad center is a curved profile and is the moderate weight center with increased brake caliper clearance. It has a maximum clearance of 1.19" at the peak of the spoke curvature and is highlighted in yellow. The high pad center is a highly curved profile and has the most brake caliper clearance. It has a maximum clearance of 2.05" at the peak of the spoke curvature and is highlighted in blue.

RT-S vehicle application reference information is posted on the Weld Racing website at [www.weldracing.com](http://www.weldracing.com) and will be updated regularly as the RT-S line and its target vehicles evolve. RT-S brake clearance application information is also available on the Weld Racing website. If you do not find the information you need online, call our sales team at (800) 788-9353 for assistance with your selection.

## S-71

- Muscular 5 Spoke Style
- 15", 17", and 18" Diameters
- 4" to 18" Widths
- 3 Brake Clearance Heights
- 100% Forged Alloy
- Welded Modular Construction
- Polished or Black Anodized Center
- Traditional and Metric Bolt Circles
- 15" Exceeds SFI 15.1 Requirements
- 17" and 18" Require Conical Lug Nuts
- Made in USA



•Medium Pad Shown

•Low Pad Shown

## S-74

- Exotic Multi-Spoke Style
- 18" Diameters
- 5" to 18" Widths
- 3 Brake Clearance Heights
- 100% Forged Alloy
- Welded Modular Construction
- Polished or Black Anodized Center
- Traditional and Metric Bolt Circles
- Requires Conical Lug Nuts
- Made in USA



• Center Cap and Valve Stem Included