



Renowned Worldwide for Veteran, Vintage & Classic Wire Wheels Fitting Services

Installation and Balancing

Fitting tyres & tubes

- Tubes, unless otherwise stated, must always be fitted to centre-lock wire wheels. Inspect the rim tape/band for damage and replace if necessary.
- The tape on the wheels should be examined for adhesion when tyres are changed and if this is reduced (will manifest itself by crimpling) it must be replaced according to the following procedures:
 - 1) Having removed the damage protection tape carefully de-grease around the rim well circumference. Using 1.5 inch wide tape, seat one circumferential length uniformly to cover all the nipple heads ensuring that the tape is firmly smoothed and adhered throughout the whole circumference.
 - 2) New tapes or rim bands must be fitted whenever the tyre is removed. The tube, the inside of the tyre and the inside of the wheel rim must be wiped clean and free of any foreign material such as quality check labels, dirt, gravel, sand, wood chips or metal shavings. If the tube is not French chalked and mounted correctly it may be creased or unevenly distributed causing fatigue and premature failure. Thoroughly lubricate the tyre beads with a commercial lubricant. The first tyre bead should be mounted over the rim flange nearest to the rim well, which is usually closest to the 'face' or 'outside' of the wheel. The bead will fall into the well.
 - 3) Insert the tube into the tyre ensuring that the valve stem is aligned with the rim hole. Care should be taken to avoid any pinching of the tube between the tyre and the rim. Also ensure that the valve stem lies square with the rim. Confirm that the valve core is fitted and then inflate the tube until it is nearly rounded out.
 - 4) Completely deflate the tube and then mount the second tyre bead. Make certain that the tyre and tube are in the correct position and centred on the rim before inflating. Inflate the tyre until the beads are fully seated ensuring that the maximum tyre pressure, which is located on the side wall of the tyre, is not exceeded.
 - 5) Completely deflate the tube by removing the valve core or by using a deflating tool. (Do not use a vacuum) Reinflate the tyre to the appropriate pressure and fit the dust cap. The wheel should then be balanced.
 - 6) Check that the wheel and tyre do not foul any part of the body or suspension etc. on both front and rear hubs. This is especially important if different widths and offsets of wheels or tyres are being used. Also check under full load, lock and bump conditions.

British Classic / Vintage & Veteran Wheel & Head Office

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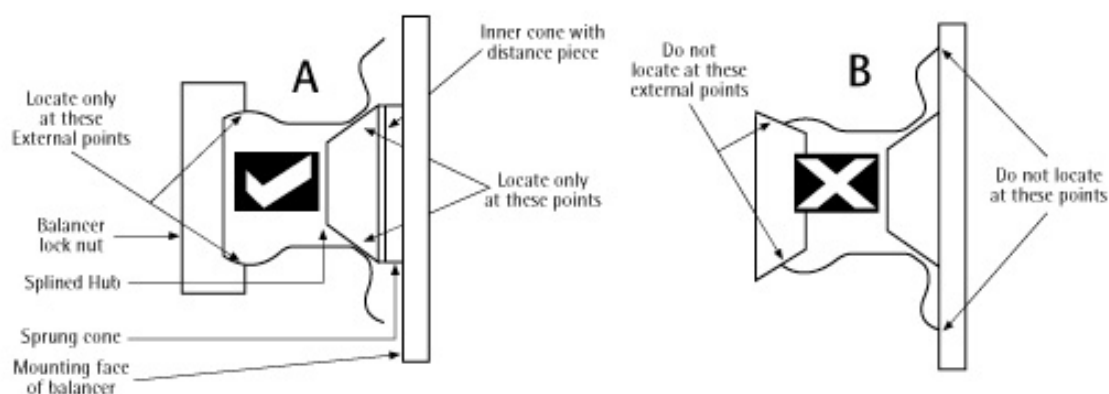


Tyre alignment

When fitting new, replacement or old tyres on new wheels any problems of balance may be due to tyre resettlement, tube repairs etc.

Balancing centre lock wire wheels

The following instructions are intended as a guide to assist in solving problems that are commonly encountered when balancing centre-lock wire wheels on an electronic balancer.



This diagram shows the centre shell of a wire wheel attached to a balancer and is the correct method of locating the wheel.

This diagram shows the centre shell of a wire wheel attached to a balancer and is the incorrect method of locating the wheel. This method will give false readings and the appearance of untrue wheel or wheels where large amounts of weight would be required to balance.

Points to check

- The original high degree of balance may be affected by wheel damage as well as by factors related to the tyres, such as uneven tread wear, cover or tube repairs etc.
- If roughness or high-speed steering problems occur, and the cause is not disclosed by mechanical investigation, then the complete tyre and wheel assembly should be checked for balance.
- It is imperative that the hubs are located on the balancing machine in exactly the same manner as located on the car and the factory truing jigs. Alternatively, balance on the vehicle.
(NB: This operation can only be done on the front wheels of your car.)

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