



Triumph House, Sleaford Road
Bracebridge Heath, Lincoln LN4 2NA

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www.rimmerbros.co.uk

CENTRE-LOCK WIRE WHEELS

Our Centre-Lock Wire Wheels (also known as "Knock-Ons") are fully chrome plated and genuinely hand built and are backed by over 20 years of shared technical expertise and represent a unique concept in quality and reliability, wheels are available in both chrome and painted finish.

CENTRE-LOCK WIRE WHEELS - TUBE TYPE

Car Make and Model	Rim Size	No. of Spokes	Inset mm	Wheel Code
Reliant Saber 4 & 6 Lotus Elite, MGA, Triumph TR Range	4J x 15	48	19	XW 450
Austin Healey 3000 Mk II, Sports Morgan 4/4 & +4				
Triumph TR4A, TR5, Daimler SP250, TVR Vixen 1600	4-1/2J x 15	60	19	XW 452
Jaguar 'E' Type MkII, Curly Hub	5K x 15	72	21	XW 455
Jaguar XK150 & XW140	5K x 16	60	14	XW 456
Triumph TR6 & P1, MGC & CGT	5-1/2K x 15	72	13	XW 457
Sunbeam Alpine (Roots), Austin Healey Sprite, M.G. Midget	4J x 13	60	17.5	XW 458
Morgan Plus 4, Super Sport, 4/4, Super AC Greyhound, TVR Vixen 1600	5K x 15	72	6	XW 459
Spitfire (Bond 1300 G.T. Equip MkII, Triumph MkII&III, GT6 MkI&II)	4-1/2J x 13	60	20.6	XW 466
A C 428 Convertable/428 Fast Back/289 Cobra, Morgan	6J x 15	70	10 outset	XW 470
Daimler V8 Saloon Sovereign (up to 1969)	5K x 15	72	18	XW 472
Aston Martin DB6 MkII & S	6J x 15	72	7	XW 474
Aston Martin DB4, DB5, DB6, Volanto Convertable	5-1/2K x 15	72	22	XW 480
Jaguar 'E' Type V12, XKE III	6J x 15	72	20	XW 493
MGB & MGB GT	4-1/2 x 14	60	14	XW 515
Triumph Stag, MGB & MGB GT	5-1/2 x 14	72	19	XW 5714
Austin Healey TR4, TR5	5-1/2J x 15	70	10 outset	XW 57
Copycat	5K x 16	72	14	*XW 5720
Aston Martin	5K x 16	72	21	*XW 5723

CENTRE-LOCK WIRE WHEELS - TUBELESS TYPE

Car Make and Model	Rim Size	No. of Spokes	Inset mm	Wheel Code
Morgan +8	7J x 16	72	32 outset	XW 735
Jaguar "E" Type	6-1/2J x 15	72	13	XW 5721

*UNDER DEVELOPMENT AND THEREFORE THE INSET/NO OF SPOKES COULD VARY

CARE & ATTENTION

Centre Lock Wire Wheels are a very carefully chrome plated Craftsman built product, and to ensure the best possible service, the following instructions should be followed:-

CLEANING

Each week, wash the chromium with a soap and water solution, or a recommended cleaning fluid rinse thoroughly and then dry off. Staining or tarnish can be removed by lightly rubbing with a mild proprietary glass cleaner.

If chromium plating is badly tarnished, use a good quality chrome cleaner, allow to dry, then polish with a clean dry cloth, ensuring that the cleaner is removed.

For further protection, apply a good quality wax polish, afterwards, shining with a clean cloth will prevent discolouration. Where there is extreme conditions, it will be necessary to repeat the above proceedings several times

FITTING TYRE & TUBE

Tubes, unless otherwise stated, must always be fitted to Centre-Lock Wire Wheels and the tube must have a rubber based valve. Inspect for tape damage and replace if necessary.

The tapes on the wheel should be examined for adhesion when tyres are changed and if this is reduced (will manifest itself by crimping) it must be replaced according to the following procedure:-

- Carefully degrease the wheel around the front tyre seat and rim well circumference. Using 1-1/2" wide tape, seat one circumference



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tial length uniformly from the front flange radius to cover all the nipple heads ensuring that the tape is firmly smoothed and adhered particularly at the inboard edge throughout the whole circumference. On application there should be no tension exerted along the tape length. Similar procedure should be adapted for fitting tape to rim well but the operation should start from the valve hole to ensure access for valve stem.

(b) New tapes after cleaning the wheel must be fitted whenever the tyre is removed.

Caution. The tube, inside of tyre and inside of wheel rim must be wiped clean and free of any foreign material such as dirt, gravel, sand, wood chips or metal shavings. If tube is not properly lubricated and mounted it may be folded and/or unevenly distributed causing fatigue and premature failure. Thoroughly lubricate tyre beads with a commercial lubricant. The first tyre bead should be mounted over rim flange nearest to rim well which is usually closest to 'face' or 'outside' of wheel. Bead will fall in well.

Insert tube inside tyre aligning valve stem with the rim hole.

Care should be taken to avoid any pinching of the tube between tyre and rim. Also ensure that valve stem lies square with rim. Confirm that the valve core is fitted and inflate the tube until the tube is nearly rounded out.

Lubricate tube where it makes contact with the rim.

Completely deflate tube then mount the second tyre bead.

Make certain that tyre and tube are in proper position and centred on rim before inflating. Inflate tyre until beads are fully seated.

Totally deflate tube by removing valve core or using deflating tool. Do not use Vacuum.

Reinflate tyre to appropriate pressure and fit dust cap.

Wheel should then be balanced. (See Wheel Balancing)

Check that the wheel and tyre does not foul any part of the body or suspension etc. Check this for both Front and Rear hubs. This is especially important if different widths and offsets of wheels or tyres are being used. Check also under full load, lock and bump condition.

TYRE ALIGNMENT

If when fitting a new, replacement or your old tyre on a new wheel, remember, any problem of balance may be due to tyre resettlement, tube repairs, etc.

(a) Move the tyre around 180° and then check again, continue to do so by reducing the No. of degrees each time until correct.

If still not balanced, refer to Dealer/Distributor

(b) Correct Balancing equipment is used.

IMPORTANT

We offer a 12 month warranty with our Centre Lock Wire Wheels, however we will not be responsible for damages occurred to Wheel/Tyre mounting, Balancing or Installation of vehicles, or if there is evidence of neglect.

WHEEL BALANCING

It is very important that good Wheel/Tyre balance is maintained.

The original high degree of balance may be affected by wheel damage as well as by factors related to the tyres, uneven tread wear, cover or tube repairs etc.

If roughness or high speed steering trouble develop, and this cause is not disclosed by mechanical investigation, then the complete tyre and wheel assembly should be checked for balance.

POINTS TO CHECK

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, you can only do this operation on the front of your car.

CONVERSIONS

If your car is not fitted with wire wheels, then please ask about our Wire Wheel Conversion Kits.

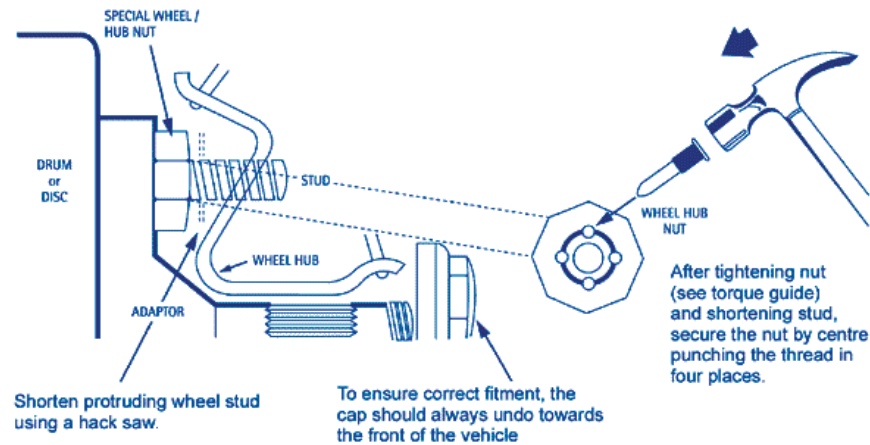
Our genuine hand built wire wheels are suitable for most kitcars and Replica models in varying widths, also diameters up to 19". When fitting Bolt-on adaptors, it is necessary to use special wheel hub nuts and shortened studs. This is to stop any interference when fitting the wheels. See vehicle service manual for instructions on fitting integral splines.

TORQUE GUIDE

Thread Size	lbs/ft	Kg/mtr	Thread Size	lbs/ft	Kg/mtr
3/5 UNF	38/40	5.2/5.5	M12 x 1.25	65/37	9.09/9.02
7/16 UNF	53/55	7.3/7.6	M12 x 1.5	72/74	9.9/10.2
1/2 UNF	77/79	10.6/10.9	M14 x 1.5	92/94	12.7/13
M10 x 1.25	42/44	5.8/6.00	M16 x 1.5	85/87	11.7/12



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QUALITY CONTROL

Before they are marketed, our Centre Lock Wire Wheels undergo the most stringent production testing and inspection programmes to ensure maintenance of a high standard of safety and quality. The test programmes which are second to none, simulate road conditions and include fatigue testing, corrosion and laboratory testing of finished wheels and component parts.

All tests are carried out at overload conditions to ensure complete safety. Experience, expertise and extensive testing facilities place our Centre Locks at the forefront of wire wheel manufacturing, with an increased safety margin for safer motoring.

The chroming process for wire wheels is to British Standard BS1224-1970

The process consists of three layers of nickel comprising of:-

1. Semi bright
2. Bright
3. Microporous, with a coating of chrome with plating thickness to meet service conditions BS1224-1970 whilst every care is taken to ensure that the wheels offered fit the vehicle list, we cannot accept any responsibility for modifications which the vehicle manufacturers may introduce from time to time. Our Centre Lock Wire Wheels are offered in accordance with the Company's Terms & Conditions of sale which are available upon request.

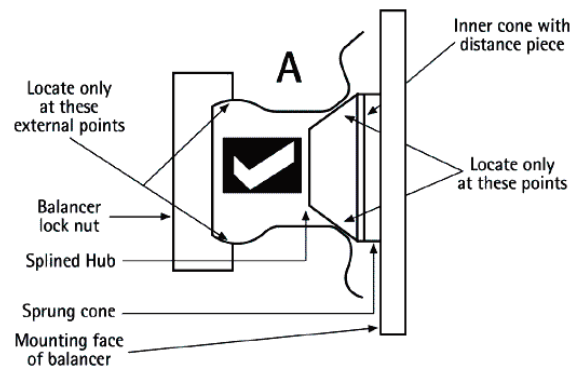
HOW TO BALANCE CENTRE LOCK WIRE WHEELS

These instructions are intended as a guide in helping to solve problems that are commonly encountered when balancing centre-lock wire wheels on an electronic balancer.

The diagrams show the centre spline of a wire wheel attached to a balancer.

Diagram A is the correct method of locating the wheel

Diagram B shows the wrong method and one which gives false readings giving the appearance of untrue or wheels which large amounts of weights 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 uneven tread wear, cover or tube repairs etc.

If roughness or high speed steering trouble develop, and this 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, this operation can only be done on the front wheels of your car.

