

Fitting of Tires

Job No.

40 — 1

A. Normal Tires

1. Before the tire is fitted, it must be evenly dusted with talc on the inside.
2. Inflate the inner tube a little and place it in the tire. The tube must lie snugly in the tire without creases. The valve must be located at the part of the tire marked with a red spot.
3. Press the lower bead of the tire into the rim all the way round. Use a tire lever to lift the last part of the tire over the rim edge. Use only well-rounded tire levers which are in good condition.
4. Screw an extension piece onto the valve.
5. Then press the upper bead into the rim opposite the valve and hold it in this position. Now use the tire lever to force the tire over the rim edge a little at a time at the left and at the right.
6. Remove the extension piece and install the fixing nut. Then inflate the tire and screw on the valve dust cover.

B. Tubeless Tires

1. Clean the wheels with the aid of a wire brush (Fig. 40 — 1/1). The shoulder of the rim, the wheel flange and the valve hole must be completely free of dirt and rust.
2. Check the rim for damage. Slight dents at the wheel flange can be straightened out. If there are any chatter-grooves resembling file cuts at the balancing-weight slots and at the wheel flange, or if there is any major damage to the wheel flange itself, the wheel must be replaced.
3. Smear the rubber valve (snap-in valve) with a soap solution and use a special tool or a valve puller chain to force the valve into the rim from the inside (Fig. 40 — 1/2).

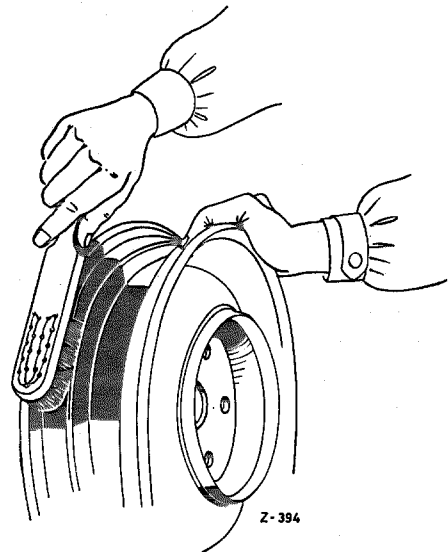


Fig. 40 — 1/1

Note: Only rubber valves, so-called snap-in valves, must be used. These valves consist of a mushroom rubber head with a metal neck vulcanized onto it.

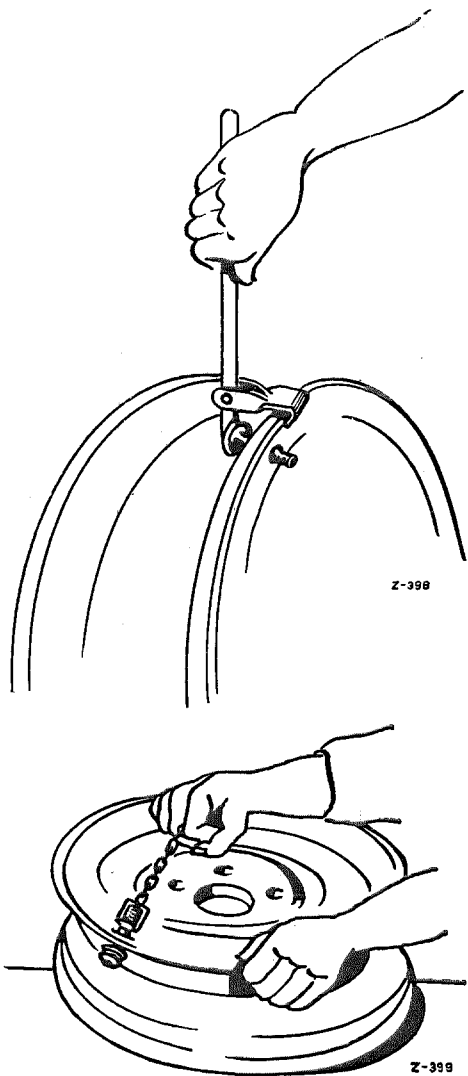


Fig. 40 — 1/2

4. Fit the tire onto the rim in the usual way and wet the beads with water. Do not use talc!
5. Hold the tire vertically and inflate until the tire bead snugs against the wheel flange. Before inflating, remove the valve insert so that the air can rush unimpeded into the tire, thus assuring a snug fit of the tire beads against the shoulder of the rim and the wheel flange. To facilitate this, the tire can be placed under constant tension, using a tensioner (Fig. 40 — 1/3).

Note: It is absolutely necessary to have the tire standing vertical since otherwise it cannot be inflated. If the tire is horizontal, the tire beads do not form a seal.

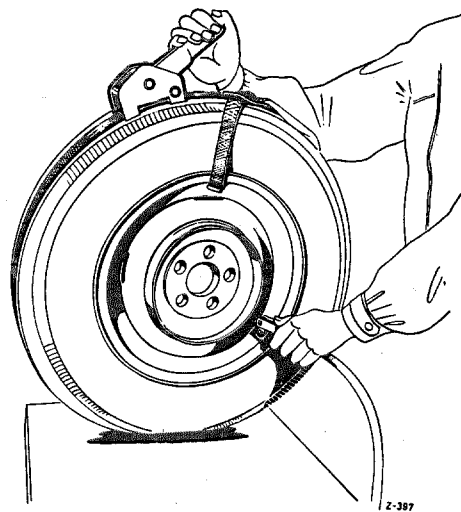


Fig. 40 — 1/3

6. Then screw in the valve insert and inflate to normal pressure, hammering with a rubber hammer on the sidewall of the tire at the same time—especially in the neighbourhood of the balancing slots—so that the centering ring which is vulcanized into the tire remains at the same distance from the wheel flange all the way round.
7. Put the fitted tire into a water bath and test it for leakage. After the tire has been in use on the car for 24 hours, the air pressure in the tire must not have decreased.
8. The instructions for fitting published by the makers of the tire should in any case be observed.