

## WHEELS AND TYRES

### MAINTENANCE

#### Jacking up the car

The jack supplied is of the scissor type and is operated by inserting the hooked end of the handle into the hole provided in the threaded bolt of the jack, turning clockwise to raise and anti-clockwise to lower.

Jacks of two types have been supplied:—

“a” high pattern, (early type)

“b” low pattern, (later type)

To lift the front of the car using type “a”, position the jack under both front pivots of the front suspension wishbones, immediately forward of the spare wheel well.

To lift the rear, the jack head is located on a spigot on either side of the body rear cross member.

To lift the front of the car using type “b”, place the jack head under the outer end of the suspension wishbone using the nut on the vertical bolt of the stub axle carrier as a location.

To lift the rear, locate the jack head on the peg under the suspension arm, at each side, just in front of the rear wheel.

If a garage type of jack is employed, the previously described front jacking point as for type “a” jack is used.

At the rear, the jack head is positioned on the centre line of the car, beneath the body rear cross member, using a rag pad on the jack head to prevent damage to the paintwork.

#### Repositioning tyres

Tyres complete with wheels may be interchanged at regular intervals. Fig. 1 shows three different ways of carrying out this change.

Diagonal interchanging between left-hand front and right-hand rear and between right-hand front and left-hand rear provides the most satisfactory first change because it reverses the directions of rotation. Subsequent interchanging of front and rear tyres should be as indicated by their appearance with the object of keeping the wear on all the treads even and uniform. Adjust pressures after interchanging.

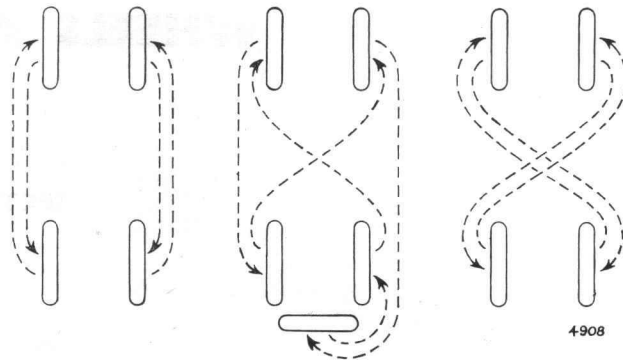


Fig. 1. Three different ways of interchanging the wheels and tyres to even up tyre wear

#### Inflation pressures

Tyres should be examined regularly, preferably once a week for loss of pressure. Pressures should be checked when the tyres are cold, such as after standing overnight, and not when they have attained normal running temperatures. Do not over-inflate, and do not reduce pressures which have increased owing to altered temperature.

The correct inflation pressures are given in the General Data Section.

#### Tyre damage

Tyres should be examined at regular intervals for small objects embedded in the treads, such as flints and nails; also for cuts and penetrations, and for damage due to impacts with kerbs, etc.

Minor injuries confined to tread rubber, such as from small pieces of glass or road dressing material, require no attention other than the removal of the objects. More severe tread cuts and wall rubber damage require vulcanised repairs.

Injuries which extend into or through the fabric, except clean nail holes, seriously weaken the tyre. Satisfactory repair necessitates new fabric being built in and vulcanised. This requires expensive plant equipment and should be undertaken by a tyre repair specialist or by the tyre maker.

Small holes in the tread, such as nail holes, in tubeless tyres can be temporarily repaired by means of rubber plugs. A vulcanised repair must be made as soon as possible after the completion of the journey.