

**WHEEL TRIM DISCS** (when fitted)

A wheel trim disc is fitted to each of the four roadwheels and therefore must be removed from the roadwheel before the spare is fitted. The wheel trim disc is held on by the nave plate and has a hole for the tyre valve.

**To remove and refit**

1. Remove the nave plate from the roadwheel by inserting a screwdriver between its edge and the wheel, lever off using the rim as a fulcrum.
2. Ease the wheel trim disc off the three nave plate studs and the tyre valve.
3. Refitting is the reverse of the removal sequence and a smear of grease on the three nave plate studs will facilitate the fitting of the nave plate.

**VAN WHEELS**

The Imp van is fitted with heavy duty 4J x 12 in. wheels which must not be replaced by the normal 4J x 12 wheels fitted to early saloons. Van wheels should not be fitted to cars except in complete sets of five.

Replacement van wheels are identified by a dab of yellow paint on the inner side of the wheel centre, and can also be distinguished by weighing without a tyre:—

4J Saloon wheel:—approx. 10½ lb. (4.75 kg.)

4J Van wheel:—approx. 12¾ lb. (5.8 kg.)

**WHEEL NUTS**

Whenever a wheel is removed and replaced, it is important that the nuts are replaced and tightened correctly. The domed end of the nut must engage the seat in the wheel properly, and the four nuts must be tightened progressively. Only tighten the nuts lightly before lowering the car to the ground, and then tighten evenly to the torque quoted in General Data. Unequal or excessive tightening can distort or damage the wheel, while slack wheel nuts can allow the wheel to move and elongate the holes to a dangerous extent.

**CHOICE OF TYRES**

Only the type of tyre fitted as original equipment should be used for replacement purposes.

New tyres require a period of use to become flexible, and speeds should be kept moderate for at least 100 miles (160 km.) after new tyres have been fitted.

However, should different tyres be required because the car is being consistently used for special work, such as high speed or cross country motoring, careful thought concerning their choice cannot be over-emphasized.

As tyres can sometimes alter the ride and the characteristics of the car, it is recommended that the Technical Department is consulted to ensure that the most suitable type of tyre is chosen.

**TYRE VALVES**

“Snap-in” valve assemblies are designed to last the life of a tyre; to ensure a reliable air seal at the rim hole, a new valve assembly should always be fitted when the tyre is renewed.