

MIDGET WIRE WHEEL CONVERSION KIT – (Banjo axle)

PARTS YOU REQUIRE

4/5 WIRE WHEELS OF THE CORRECT SIZE.
HACKSAW.
GREASE.
HAND FILE
1 OLD WHEEL NUT.
COPPER/HIDE HAMMER.

FITTING

The Kit is made up of:-

2 x RIGHT HAND WIRE WHEEL HUBS.
2 x LEFT HAND WIRE WHEEL HUBS.
2 x RIGHT HAND EARED SPINNERS.
2 x LEFT HAND EARED SPINNERS.
16 x WHEELNUTS.
1 x WIRE WHEEL HAMMER.
2 x SPACERS.(Frogeye only)

FRONT

- 1) Loosen the wheel nuts and jack up the front of the car, support it on axle stands.
- 2) Remove the wheel nuts and the wheel. Put the wheel nuts in a safe place as you may like to convert back for winter driving.
- 3) On models with brake drums fit the spacer next to the brake drum. (It may be necessary to fit a longer stud if this does not protrude through the nut).
- 4) Fit the correct hub (each is marked) RH = off side. LH = near side, and use four of the new nuts to tighten the hub against the spacer and the drum chamber first.
- 5) Grease up the hub on the splines and on the thread.
- 6) Fit the wire wheel and tighten up the correct spinner. Do not complete tightening at this stage. Remove spinner and look for four small oval marks on the inside of the wire wheel where it may have touched the wheel studs (the studs from the original wheel nuts go on). If you do find marks then the free length of stud will have to be sawn off. This can be done by measuring the extra amount and removing the

hub and (if fitted) the spacer. Use the old wheel nut and screw it on so that the outside of it is where the extra length of stud starts. Use the hacksaw and saw against the nut to remove the excess stud. When the excess has been removed, screw the nut on a little more and use the hand file to round off and smooth the top. Remove the nut and try one of the new nuts. It should fit if the thread is clean.

Repeat on all the other studs. Fit spacer, hub and wire wheel as before.

- 7) On cars with disc brakes, the spacer can be fitted to give an extra width or it can be left off. The studs may still need shortening.
- 8) Do not over tighten the spinner. It should be pulled up tight using the raw hide end of the hammer.

NB. EACH SPINNER IS ALSO MARKED RIGHT AND LEFT AND AN ARROW POINTS TO THE DIRECTION IT MUST BE UNDONE IN. ALWAYS CHECK THE MARKINGS BEFORE YOU FIT THE SPINNER AND BEFORE YOU REMOVE IT.

REAR

- 1) Jack up one side of the car after loosening the wheel nuts. Remove the wheel.
- 2) Fit the correct hub-as before but note there is no spacer (all models)

NB: SAFETY SHOULD ALWAYS COME FIRST

You are working on the wheels of your car. If you are unsure of what to do then check with a qualified mechanic before you make any alterations..... Do not try and cut corners. If fitted correctly the wire wheels will enhance the look of your car and you can also convert back to disc wheels when required.

PUT YOUR SAFETY FIRST



Do not fit damaged wire wheels or wheels with broken spokes and damaged or worn splines. Check your wire wheels every week for damage and replace as necessary either with new or a reconditioned wheel.(We can advise on these)

Fitting your tyres if they are in good and legal condition to the wire wheels will require an inner tube. Always fit a new inner tube and never repair a damaged inner tube.