

# SERVICE INFORMATION



## STANDARD AND TRIUMPH VEHICLES

### (NOT FOR PUBLICATION)

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<b>No.</b>	SPORTS/3/L	MAINTENANCE OF WIRE WHEELS	<b>Date</b>	JANUARY 1955
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#### Wheels Spokes.

Wire wheels require periodic checking to ensure that no spokes have worked loose or are losing their tension. This check should be carried out after each 5,000 miles running, or more frequently when a car is used for speed work.

A quick way of judging spoke tensioning is to draw a light spanner, or other metallic object, across the spokes, which should when correctly adjusted emit a ringing note. If any spokes are slack the note will be dull or flat.

A small amount of individual slackness may be taken up by adjusting the spoke nipples with a suitable spanner, but great care should be taken to ensure that the tension of the wheel is not upset by over-tightening any spoke, as this will cause other spokes to break and the wheels to run out of truth. It is particularly important that each spoke should be as nearly as possible at the same tension at its neighbour.

Where a spoke is replaced, which must be done with the tyre and tube removed, and it is found that the spoke end protrudes through the nipple body, then the spoke end must be filed off flush with the nipple, to prevent damage to the tyre.

#### Wheel Rims.

When changing tyres any rust on the rims must be removed by polishing with emery cloth and the affected areas subsequently touched up with paint.

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#### Hub Shells.

Each 10,000 miles the splines in the hub shells should be examined for wear. Excessive wear at this point is frequently associated with looseness of the wheel on the axle hub. Serious wear on these splines will necessitate the replacement of the hub shell and, in some cases, that of the axle hub and cone as well.

The replacement of the hub shell will necessitate rebuilding the wheel which must be carried out by a specialist whose assistance should be sought where doubt exists as to the condition of a wire wheel.

Rust caused by water entering from outside should be removed from the splines in the hub shell and those on the axle shaft and a smear of grease applied to them to facilitate fitting and removal of the wheel.

**NOTE:** These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

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