

June, 1964
PAGE I of II

TO: ALL ROOTES GROUP DEALERS
MODEL: SUNBEAM ALPINE
SUBJECT: PROPER MAINTENANCE OF WIRE WHEELS

It has come to the attention of this office, over the past few months, that a misunderstanding of the responsibilities of both dealer and owner, regarding the proper maintenance of wire wheels on the Sunbeam Alpine. This has caused a considerable hardship and expense for everyone concerned.

Wire wheels require a certain amount of proper maintenance in comparison with the ordinary disc wheels. They must be properly prepared on the initial P.D.I. inspection and subsequent inspection in the life of the car. The wheels should be removed and the splines and serrations thoroughly cleaned to ensure that any rust or possible corrosion is removed, in fact, if necessary, the tapers should be polished and all dirt or rust removed before the wheels are replaced. All mating faces should then be lightly greased and the wheel fully tightened before the car is moved. The owners responsibility is to regularly check the tightness of the wheel.

Extreme care must be taken to ensure that the 'O' ring on the conical seat of the hub is not damaged in any way when removing or refitting the wheels.

On removing the wheels, the following items should be examined:-

SPOKES - Wire wheels are built with a predetermined spoke tension, which provides a very slight amount of flexibility under running conditions; it is important that this tension is maintained in service and should be checked at regular intervals.

Looseness can be corrected and damaged spokes replaced, but care must be taken not to affect the alignment of the rim relative to the hub shell.

Continuation of Proper Maintenance of Wire Sheels

L-1

PAGE II OF II


Spoke tensioning should be carried out with the tire and tube removed so that any protruding spoke heads may be filed off flush to the nipple.

If the condition of the wheel is in doubt, or if extensive truing or re-spoking is required, it is strongly recommended that a wheel specialist be consulted.

I would like to point out at this time, that over the past year or so, this office has issued two Service Bulletins regarding this matter but, still it is not realized of the importancy of corrective action to be performed in this matter. I refer to Bulletin #267 issued November 10, 1961 and Bulletin #62-2 dated March, 1962. I would also mention that this is spelt out in the Owner's Hand Book on Page 20.

In the future, no warranty claim will be honored regarding the replacement of hubs or wheels, unless there are any indications of material breakdown or defective workmanship.

ROOTES MOTORS INCORPORATED



Kenneth Langridge
General Service Manager

KL/jd