

MISCELLANEOUS

No. 267

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TO ALL ROOTES GROUP DEALERS

WIRE WHEELS LOOSENING

SUNBEAM ALPINE

We have received isolated complaints from owners and dealers of a clink emanating from Alpine wire wheels. Having investigated many cases of same it would appear there is a general misconception in the trade as to the proper procedure for insuring that splined wheels remain properly torqued.

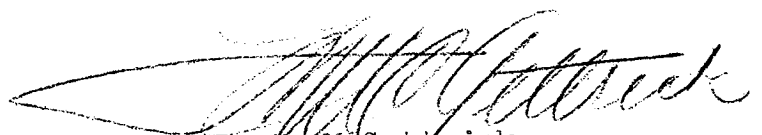
In many cases loose wheels are due to inadequate lubrication of the hub tapers, example:- between the wheel and hub and the wheel and nut, which lubrication should be accomplished during the Pre-Delivery Inspection. These splined tapers should be kept clean and well greased to insure their freedom from dirt and rust.

It may well be that if the vehicle has been operating with the wheels in loose condition for some time damage to the splines may have occurred in which case it may be necessary to renew the components.

All shop mechanics in the past thought all mating cone surfaces should be dry but in the case of splined wire wheel tapers this axiom is completely erroneous as dry friction in the axial sense prevents proper alignment of the faces and gives rise to friction in the rotational sense as well.

Kindly bring this to the attention of all concerned at your location.

ROOTES MOTORS INCORPORATED



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