

WHITEWALL TRIMS – FITTING INSTRUCTIONS

Suitability

Whitewall trims can be fitted to any type of wheel-alloy, steel or wire. Where low profile tyres are fitted, there must be at least 7.5cm (3 inches) from the rim to the outer edge of the sidewall (where the tread pattern starts) for correct fitment. Superwide trims are only recommended for crossply tyres.

There are two methods of fitting whitewall trims.

For:

Whitewall – Style A (all whitewall trims) use either method one or method or method two.

Whiteband – Style B (black and white trims) use method two but **do not** trim any of the seating lip.

Method one:

1. Remove the wheel from the vehicle and fully deflate the tyre. The tyre sidewall, particularly underneath the rim where the seating lip is to be inserted, should be thoroughly cleaned to remove any dirt or tyre bead lubricant residue and allowed to dry.
2. Press the sidewall away from the rim, separating the bead from the rim. This can be difficult and may require specialist equipment.
3. Place the seating lip, the inner edge of the trim, between the tyre sidewall and the wheel rim. Locate it as centrally as possible and inflate the tyre so that the bead of the tyre is reseated on the rim.
4. Deflate the tyre again and using a rubber mallet, tap the rim into position so that the seating lip is fully inserted down between the rim and sidewall. The large ridge on the outer edge of the seating lip should sit flush against the rim all the way round.
5. Inflate the tyre to its correct pressure. Should the trim not seat correctly, repeat section 4.

Method two:

1. As per section 1 in method 1.
2. Using a sharp knife or a pair of scissors, trim 7mm (1/4") from the inside edge of the seating lip. Place the wheel flat on the on the ground and apply enough pressure on the sidewall to push it down far enough to insert the seating lip between the two. Move around six inches and repeat and continue until the sating lip is fully inserted. Try not to stretch ir bunch the trim as you go as this will lead to problems later.
3. Using a rubber mallet, tap the trim into the correct position as described in section 4 of method one.
4. Inflate the tyre to its correct pressure. If the trim does not seat correctly, deflate the tyre, remove the trim and repeat the procedure.

Methods one and two can be used for tubed tyres and method two is recommended for tubeless tyres.

Common fitting problems

If when the tyre is inflated, the trim squeezes out from between the rim and the sidewall, contamination (most probably from bead lubricant residue) is preventing the seating lip from obtaining any grip. To remedy this, deflate and remove the trim. Thoroughly clean the sidewall where the seating lip is located (as directed in section 1 (or both methods one and two)) with either buffing solution or if this is not available, hot water with a small amount of detergent. Also clean the seating lip as this may have also been contaminated by contact. Allow to dry and refit the trim.

If the trim has a bulge or is lifting away from the tyre after fitting, it is not centrally fitted. A bulge or ripple indicates the trim is slightly bunched at that point whilst lifting indicates it is stretched. To remedy this, deflate and either refit if the problem is substantial or of only slight; tap the trim with a rubber mallet, trying to push the bulge around the wheel until it lies flat against the sidewall.

Maintenance

To prevent damage to the trims, avoid contact with the kerb, damaged trims should be removed immediately as they tear and become detached from the seating lip. To clean; use household detergent or brillo pad.

Once the trim has been correctly fitted and the tyre inflated, place some rubber grease between the tyre and sidewall and the back of the trim. Check and replenish on a regular basis. This prevents friction between the two surfaces as they move over each other when the tyre flexes during driving. This is particularly applicable to radial tyres which are considerably softer in the sidewall than crossply tyres. Failure to correctly lubricate the trim can lead to chaffing on the sidewall and can place excess strain on the seating lip which may result in the trim splitting along the rim. Do not simply fit and forget as regular maintenance is essential to the lifespan of this product.

Heritage Parts Centre Ltd only accept liability for the condition of the goods as supplied. It is a condition of this sale that we are not liable for any costs of fitting or consequential expenditure or loss arising from the way in which the trims are fitted to a tyre.