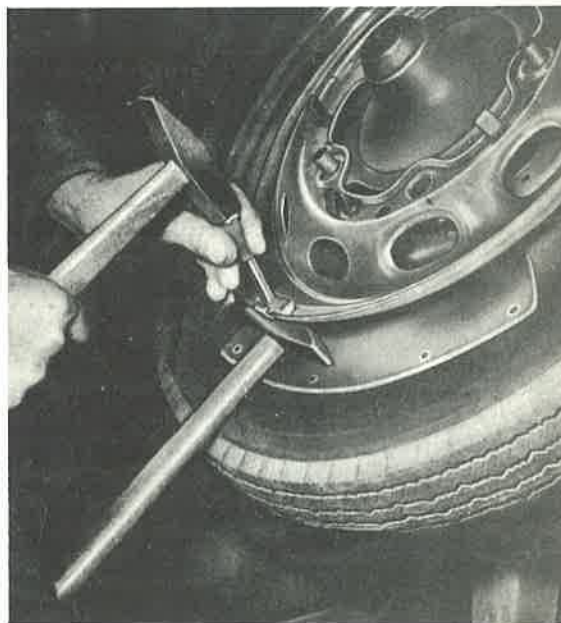
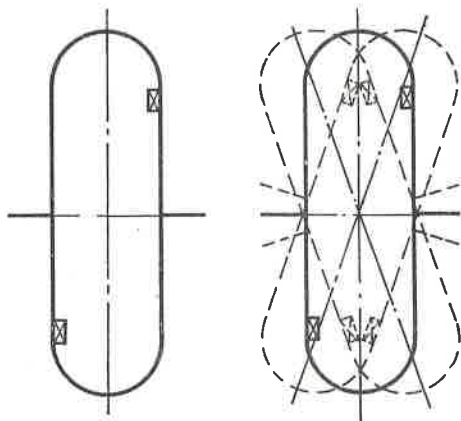


The static balance can be checked by improvised methods. For checking dynamic balance one must use a balancing machine. Balancing is done in several ways, depending upon the design of the machine, and different sizes of lead weights are used. The location of the places on a wheel where weights should be fastened can be learned by reading the instructions furnished with the machine.

Balancing weights must be revited to chrome wheels. In cases where lack of balance is pronounced it is better to use several small weights than one large one.

Bouncing or pounding of a wheel indicates a lack of static balance.

Dynamic balance depends on even distribution of weight through the center line of the wheel. Stagger or wobble of a wheel indicate a lack of dynamic balance. This condition grows worse as RPMs increase.



When the uneven rythm of the wheel reaches a certain critical number of RPMs a destructive vibration is set up in the car which can result in serious damage to wheel bearings. The wheels should be checked before balancing for damage to sides, or from damage resulting from hard blows on the top edge.

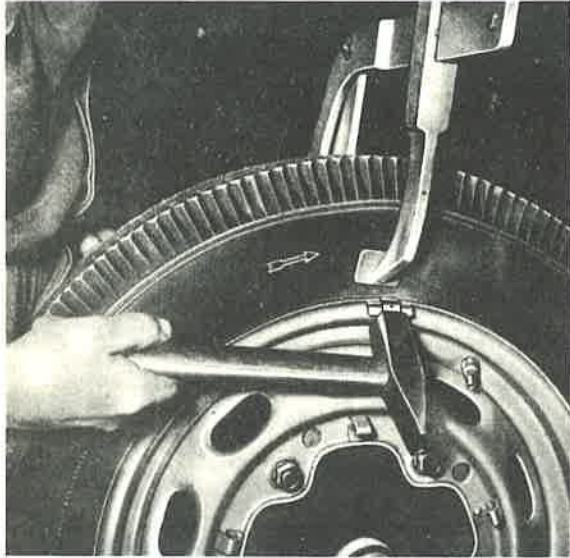
Max. permissible running-out sideways .07874" (2 mm)

Max. permissible radial running-out .05905" (1,5 mm)

Balancing statically

1. Completely inflate tire and fasten on machine with all five wheel bolts. Make certain that wheel and tire are clean. Wheel must turn freely.
2. Turn wheel and allow it to run freely. Mark tires lightest weight point at the rim edge with chalk.

3. Fasten weight at the point marked and recheck balance.



4. The wheel is statically balanced it does not turn by itself after being halted.
5. Clamp weights tightly to rim edge.

Remarks:

When a tire is made it is marked on the lightest side by two painted dots. When the tube is inserted it should be placed so that the valve is centrally aligned between the two dots. The tire is then in reasonably good balance.

Dynamic balance

Generally, when bouncing and pounding have been corrected by static balancing, wheel wobble and shaking can be eliminated by balancing dynamically.

1. Completely inflate and clean tire which has been statically balanced and fasten to balancing machine using all five nuts.
2. Rotate rapidly
3. Determine size of balancing weights
4. Locate places where weights must be placed and clamp to edges of rim
5. Locate center of gravity
6. The amount out of balance up to max. 10 cmg can be ignored.

Weather influence on tires

Weather influences tire life and heat is the tire's worst enemy. High outside temperature directly affects the operating temperature of the tire (especially after a long, fast run) to the extent that changes in the tire structure may occur. If the tire is exposed to high temperatures for a long period of time the resultant structural changes lead to early unserviceability. For that reason it is necessary on long trips at high speed

to stop occasionally to allow the tires to cool. Park in the shade if possible. If a tire pressure check should be made during such a pause it will no doubt show higher than normal pressure, but by no means should the pressure be decreased. The correct tire pressure can be obtained only during cool periods; for instance in the morning before the day's journey begins.