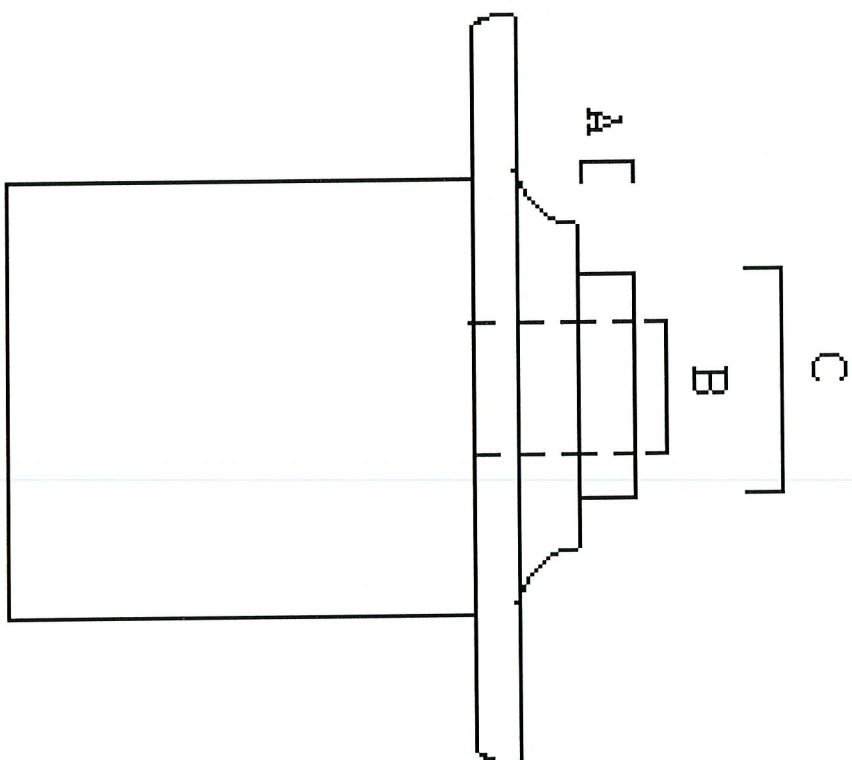


## Wire Wheels

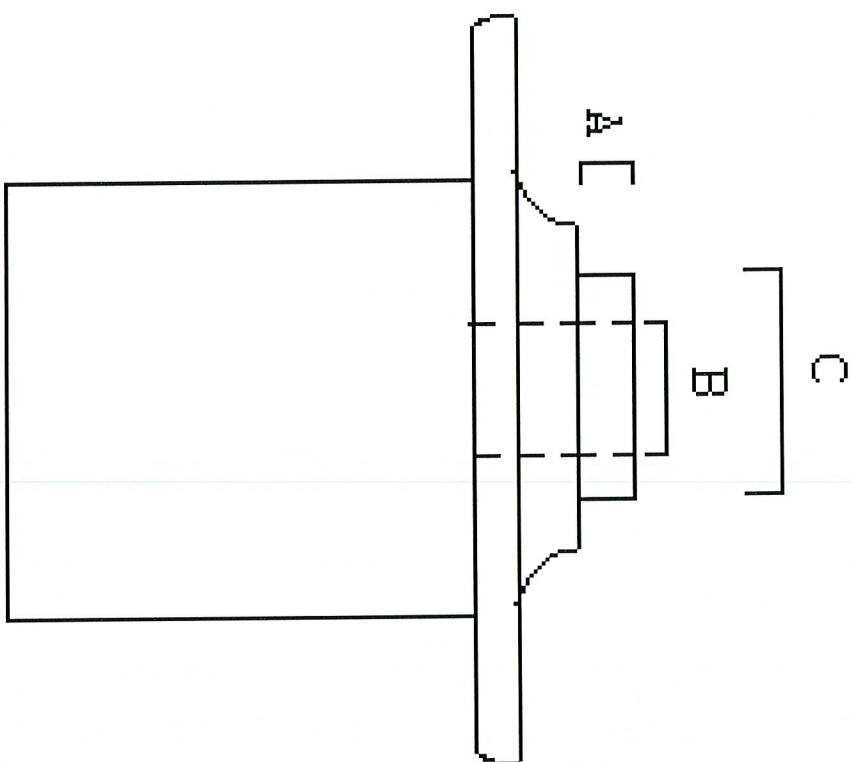
- 1 Be very aware of the condition of the splines, both on the hub and in the wheel. They should look like a pyramid with a squared off top when looked at from the end.
- 2 Use an anti seize compound on the splines, one with copper is best, to avoid dirt and rust collection on the splines. You should clean and reapply once or twice a year depending on how much you drive the car.
- 3 Make sure that wheels have some sort of tube bands on the inside to ensure the spoke ends don't rub on the inner tube. If they're not there or worn through you risk a flat.
- 4 Put a dab of silicon on each spoke end by the spinner. This will keep the anti seize from migrating out and streaking the spokes.
- 5 Overall hubs are generally 42mm or 54mm, Alpines use 42mm wide hubs just like MGs, Triumphs, and most smaller British cars. New hubs can be found, Dayton Wire Wheel advertises them for example. New ones should be procured if your's are noticeably worn, or in cases where you're fitting new wheels.
- 6 Spinners usually are 8 or 12 threads per inch. All Alpines I've ever seen were 12. You should find an 8 or 12 cast or stamped in the inside center of the spinner. Also be aware that spinners are handed, they will always rotate forward to remove. If you have one that rotates towards the back of the car to remove, it's the incorrect hub and spinner for that wheel. Replace it with the proper ones before driving to avoid the potential loss of a wheel.
- 7 In older wheels check regularly for broken spokes as they will fatigue or rust and the ends break off. Run a screwdriver or similar around the spokes with the weight off the wheel. Bad ones will emit a dull clunk different from the ones still under tension.

# Rear hub series I - IV



- A 18mm
- B 29mm
- C 50mm

# Rear hub series V



A 12mm

B 30mm

C 44mm