

WIRE WHEEL CONVERSION KIT

This Kit is suitable for: Austin Healey Sprite MK1
MG Midgets with round wheel arches.

Parts you require

Sprite and Midget wire wheel conversion kit.
Wire wheels of the correct size.
Hacksaw.
Grease.
Hand file.
One old wheel nut.

The Sprite and Midget Centre lock Conversion kit is suitable for the Sprite MK1 and the MG Midget with round wheel arches.

The kit can be fitted to other models but because of the length of the rear axle on non wire wheel models, the tyres may rub on the wheel arch if the tyres are oversized and/or the suspension is weak.

Also because of manufacturing specifications to the body shells of spridgets with square arches, the left hand wheel sits closer to the wheel arch than the right wheel. Rubbing may occur with this kit on all square wheel arched models.

To overcome this problem, if you wish to fit the kit to your square arch model, then modification may have to be carried out to the inner wheel arch by a body shop.

Fitting

The kit is made up of :-
2 x RH wire wheel hubs
2 x LH wire wheel hubs
2 x RH eared spinners
2 x LH eared spinners
16 special tapered nyloc nuts
1 x Copper/hide hammer
2 x Spacers.

Front

1. Jack up the front of the car and support it on axle stands after loosening the wheel nuts.
2. Remove the wheel nuts and wheel, making sure you keep a couple for later use.
3. On models with brake drums, fit the spacer next to the drum, (IT MAY BE NECESSARY TO FIT LONGER STUDS IF THE ORIGINALS DO NOT PROTRUDE THROUGH THE WIRE WHEEL CONVERSION NUT)
4. Fit the correct side hub over the studs, each hub is marked RH side or LH side. Use four of the new nyloc nuts and tighten to hold hub securely in place.
5. Grease up the hub on the spline & thread.
6. Fit the wire wheel & tighten up the correct side spinner, do not overtighten at this stage, remove spinner and wheel and look for four small marks on the inside of the wire wheel where it may have touched the wheel studs.

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Page two.

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If it has touched, you will need to shorten the studs, do this by first marking the stud a few threads from the end of the nyloc nut, then remove the nuts, hub (and spacer if used). Use one of the old wheel nuts and screw it on so the outside of it is where the extra length of stud starts, use the hacksaw and saw against the nut to remove the required amount of stud, when removed, screw the nut on a little more and use the hand file to round off and smooth the top of the cut stud.

Remove the nut and try one of the new nyloc nuts, it should fit if the thread is clean, repeat on all other studs.

Refit spacer (if used), hub and wire wheel as before.

7. On cars with disc brakes the spacer can be fitted to give an extra width or can be left off, the studs may still need shortening though.

8. Do not overtighten the spinner, it should be pulled up tight using the raw hide end of the hammer.

Rear

1. Jack up one side of the car after loosening the wheel nuts, remove the wheel.
2. Fit the correct side hub as before but note there is no spacer (all models).
3. Grease the spline and thread and fit the wire wheel, shorten the rear studs as you did the front if necessary.

NB. SAFETY SHOULD ALWAYS COME FIRST

You are working on the wheels of your car, if you are unsure of what to do then check with a qualified mechanic before you make any alterations.

Do not try and cut corners!

If fitted correctly the wire wheels will enhance the look of your car, you can also convert back to steel wheel when required.

PUT YOUR SAFETY FIRST

Do not fit damaged wire wheels, for example, broken spokes or worn splines.

Always check your wheels every week for damage and replace as necessary.

Always retighten your spinners after just a few miles and then check them periodically to make sure they are tight.