

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.

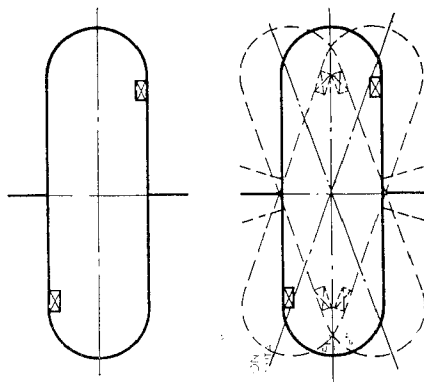


Fig. 43

The static balance can be checked by improvised methods. For checking dynamic balance one must use a balancing machine. Such machines are made by several manufacturers. 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 supplied with the machine.

Note:

The lightest spot of the tires is marked by the manufacturer with one or two coloured dots, which should align with the valve when assembling tires.

This will already bring about a certain balance.

Balancing weights required for balancing wheels are made of lead and supplied in various sizes.

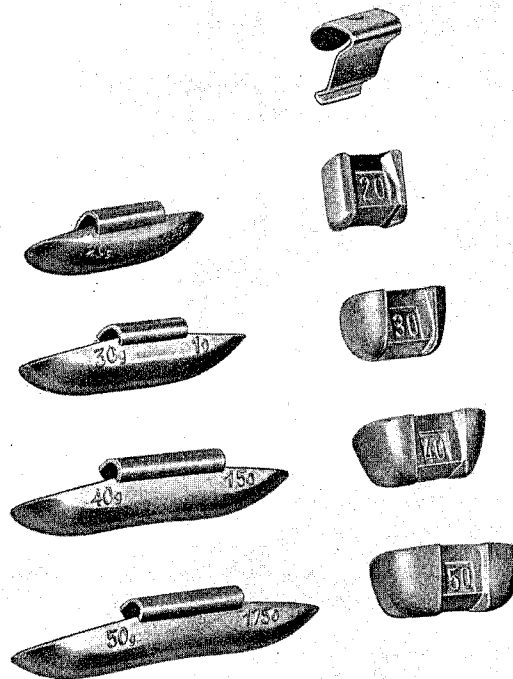


Fig. 44

Version a) (see fig. 44 on the left)

is only used for painted steel rims. The weight is positioned at the rim flange and secured by tapping it with a hammer. The tire need not be compressed for this purpose.

Version b) (see fig. 44 on the right)

can be used for all commercial rims, is however mainly installed in chromium-plated and light-alloy rims. When mounting this type of weight, the tire must be compressed at the respective place with a clamp, so that the balancing weight can be secured in position. Prior to balancing, the rims must be checked for permissible vertical and lateral out-of-true.

Vertical out-of-true	max. .0591" (1.5 mm)
Lateral out-of-true	max. .0787" (2 mm)