

# Service-Information



BMW MOTORRAD GMBH Service - Technical R-VK-10 ma/cb	R60/6 - R100RS motorcycles Technical Group: Wheels and Tires	Munich, June 78 36 004 78 (1050R)
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-For U.S.A. and Canada Only-

Subject: Instructions for fitting tires to cast light alloy wheel rims with hump shoulder

Dear Dealer,

For some time now cast light alloy wheels on our motorcycles are standard on certain models, or as an optional extra.

These cast wheel rims are provided with the 'hump' shoulder which has proved successful for a long period on automobiles. Its purpose is to prevent the tire from leaving the rim if air pressure is lost suddenly.

Since this pattern of rim calls for a slightly modified tire fitting procedure compared with our usual practice up to now, we have prepared the following instructions to help you to avoid or rectify difficulties encountered when fitting tires to or removing from cast alloy rims.

A. Removing tire with workshop equipment, if a tire machine is in use:

- 1.) Unscrew and remove valve and take off safety nut.
- 2.) Press the tire away from the rim flange into the well with the tire tool (tire must be in well all around rim).
- 3.) Pull the outer cover over the rim flange with tire tool. Start removal next to valve.
- 4.) Pull out and remove the inner tube.

B. Removing tire if no tire machine is available.

- 1.) Unscrew valve and remove safety nut.

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- 2.) Place the wheel on the ground with the brake disc upwards, and press the tire bead down into the well all around the rim. On front wheels with twin brake discs it is best to raise and prop the wheel slightly at one side to prevent damage to the lower brake disc as the tire bead is forced into the well.

If the tire is seated too firmly, it is also possible to clamp it in a vise and use suitable attachments (aluminum jaws or wooden spacers) to press the tire into the rim well.

If a tire has to be repaired during a journey and is seated too firmly at the tire bead, tilt the motorcycle until the left or right leg of the center stand presses down on the tire close to the bead. Add your own weight to that of the motorcycle (see Fig. 2) to dislodge the tire bead and force the outer cover into the rim well.

Important: Never rest the center stand leg on the wheel rim itself, or the rim flange may be damaged.

- 3.) To remove the tire (starting next to the valve), the tire bead on the other side of the rim to the valve must be right down inside the rim well. The outer cover can then be eased over the rim flange with the tire levers.

Note: If possible, do not use tire levers with stiffening ribs, as these could damage the rim flange.

- 4.) Pull out and remove the inner tube.

c. Fitting tire.

- 1.) To enable the outer cover to slip over the rim more easily, coat the tire bead edge and the rim well with tire fitting paste.
- 2.) Insert the inner tube into the outer cover and screw on the valve nut a few turns only. Insert the valve and inflate the inner tube slightly. This will prevent it from sticking or twisting as the tire is fitted.
- 3.) Ease the tire over the rim with tire levers or, if available, with the tire machine. Start at a point on the opposite side to the valve.
- 4.) Check that the tire is seated correctly on the rim, and align if necessary.

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- 5.) Inflate the tire. At between 30 lb/in<sup>2</sup> and 65 lb/in<sup>2</sup> bar the tire will snap over the hump on the rim shoulder with a loud bang.

Warning: if the tire has to be inflated with the motorcycle's own pump after fitting, for instance after a repair on a long journey, it is quite possible that the maximum pressure of about 30 attainable with the motorcycle's pump will be insufficient to snap the tire bead across into its proper position. In this case, finish the tire fitting work and ride the machine slowly and carefully to the next repair workshop or filling station with a compressed-air tire inflating line. Raise the pressure in the repaired tire with the air line until the tire is correctly seated.

- 6.) Check the tire again to ensure correct seating. The peripheral slots or ridges round the tire must be concentric with the rim. (See Fig. 3.)

Yours very sincerely,

BMW MOTORRAD GMBH  
Munich

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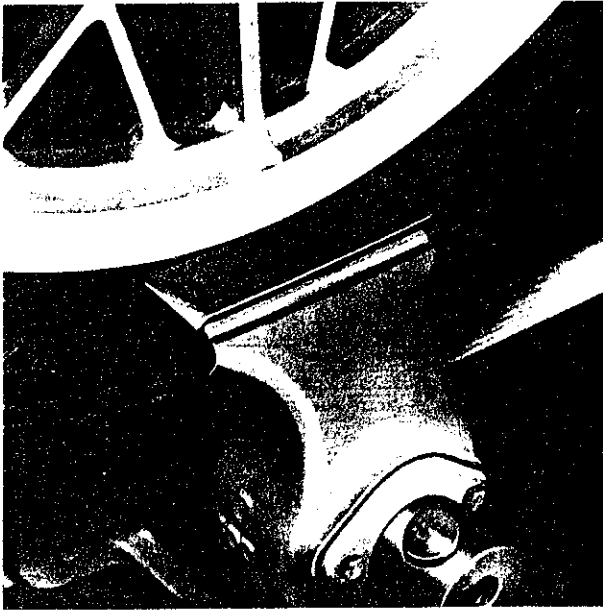


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Abb. 2

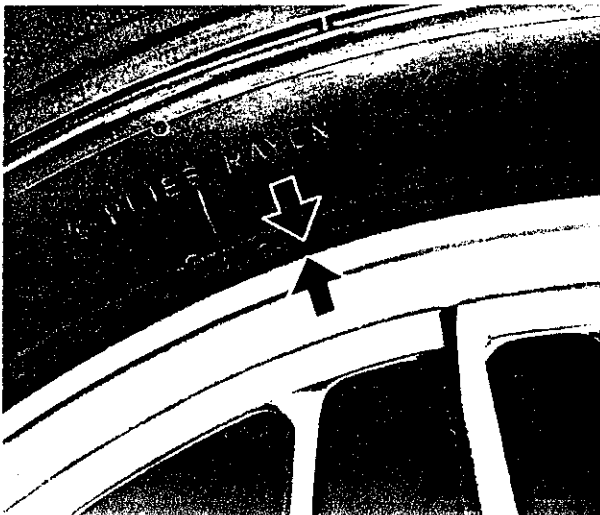
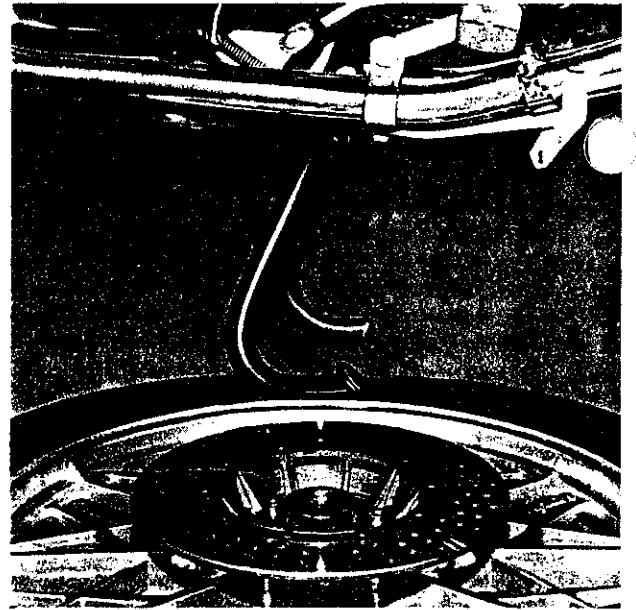


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