

CHANGING TIRES AND VALVES

Truck
speedline

Wheels in service can accumulate dirt and other material around the wheel and the hub area. Oxidation from water and salt may occur around the center bore of the wheel, causing the centering spigots and centering edges of the hubs to make the wheel stick to the hub and rendering removal difficult.

To avoid scratches and dents in the surface, do not use sharp tools or excessive force. Uneven or damaged surfaces may lead to air leakage. Use fine sandpaper, steel wool or a soft wire brush to clean the area without damaging the surface.

Do not use any lubricants containing water, metal, copper or carbon hydride for the wheel assembly and mounting on the vehicle.

Do not use any corroded nuts or bolts.

Advice for changing tires

- After removal of the tire, clean the surfaces of the wheel and the hub that are in direct contact.
- Use a wire brush to clean the spigots and centering edges of the hub as well as the parts of the wheel in direct contact (inner side of the hub bore) of rust, oxides and dust.
- Use a widely available mounting grease (see advice above for contents) and apply a thin layer on the inner side of the hub bore of the wheel and on the spigots or centering edge of the hub.
- After removing the tires, clean and inspect the entire wheel.
- Remove any foreign bodies from the tire side of the rim with a wire brush.
- Do not use the wire brush to clean dirt or corrosion products from the visible surface of the wheel.

Advice for changing valves

- Replace the valve at each tire change.
- Clean the valve seat first then fit the new valve with caution.
- Do not over-torque the valve: the recommended torque for SPEEDLINE TRUCK valves is 3 - 5 Nm.
In this way you reduce any further risk of contact and corrosion at the valve hole.
- Please consider that SPEEDLINE TRUCK valves are specifically developed for use on light alloy wheels and - besides the minor stress at the valve hole due to the low torque - to particularly reduce the risk of galvanic corrosion by avoiding metallic contact between the valve body and the wheel due to the insulated washer above and the molded gasket below the valve body.

Standard valve types may be used on SPEEDLINE TRUCK wheels if they are the same size as the original SPEEDLINE TRUCK valves and are nickel-plated, but are not expressly approved by SPEEDLINE TRUCK. Please consider that these valves require a higher torque, as indicated by their producer, and do not offer the same corrosion protection as the SPEEDLINE TRUCK valves.



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