



## **Instructions for Whitewall & Whiteband Trims – Read fully before fitting!**

### **Suitability**

Trims can be fitted to any type of wheel-alloy, steel or wire. Where low profile tyres are fitted, there must be at least 3 inches (75mm) from the rim to the outer edge of the sidewall (where the tread pattern starts) for correct fitment. Superwide trims (over 2 ¼" wide) are ONLY recommended for crossply tyres. Manufacturers do NOT recommend the superwide trims for the radial tyres. Fitting superwide whitewall flaps to radials VOIDS any warranty.

- For:** Superwide – use method one or two  
Whitewall – style A (all white wall trims) use either method one or method two  
White band – Style B (black and white trim) use method two but DO NOT trim any of the seating lip.



**Style: A**



**Style: B**

### **Method One (NHT Recommended way)**

Remove the wheel from the vehicle and fully deflate the tyre. The tyre sidewall must be thoroughly cleaned to remove any dirt or tyre bead lubricant residue and allowed to dry.

Press the sidewall away from the rim, separating the bead from the rim. This can be difficult and may require specialist equipment. Place the seating lip, the inner edge of the trim, between the tyre sidewall and the wheel rim. Locate it as centrally as possible and inflate the tyre so that the bead of the tyre is re-seated on the rim.

Deflated the tyre again and using a rubber mallet, tap the trim into position so that the outer edge of the seating lip should sit flush against the rim all the way round.

Inflate the tyre to its correct pressure. Should the trim not seat correctly, repeat section 4.

### **Method Two**

Remove the wheel from the vehicle and fully deflate the tyre. The tyre sidewall must be thoroughly cleaned to remove any dirt or tyre bead lubricant residue and allowed to dry.

Using a sharp knife or a pair of scissors, trim a quarter inch (7mm) from the inside edge of the seating lip. Place the wheel flat on the ground and apply enough pressure on the sidewall to push it down far enough to insert the seating lip between the two. Move around six inches and repeat and continue until the seating lip is fully inserted. Try not to stretch or bunch the trim as you go as this will lead to problems later.

Using a rubber mallet, tap the trim into the correct position as described in section 4 of method one.

Inflate the tyre to its correct pressure. If the trim does not seat correctly, deflate the tyre, remove the trim and repeat the procedure.

### **Common fitting problems**

If the seating lip squeezes out from between the tyre and the rim when the tyre is inflates, contamination (most probably bead lubricant or mould release) is preventing the seating lip from getting any grip. The remedy is simple, repeat step 1 until the rubber is squeaky clean. Any shine on the rubber is a clear sign of this as a clean rubber has a matt appearance. Remember to clean the seating lip before trying again as this may have become contaminated thru contact.

If the trim has a bulge or is lifting away from the tyre after fitting, it has not been centrally fitted. A bulge or ripple indicated that the trim is bunched at that point, while lifting is a sign that it is slightly stretched. To remedy this, deflate again and either refit if the problem is substantial or if only minor, tap the trim with a rubber mallet trying to push the bulge around the wheel until it lies flat against the sidewall.

### **Maintenance**

To prevent damage to the trims, avoid contact with the kerb. Damaged trims should be removed immediately as they may tear and become detached from the seating lip. To clean, use household detergent or a brillo pad (fine steel wool & soap used for cleaning kitchen pots and pans). Once the trim has been correctly fitted and the tyre is inflated, pull it back and apply rubber grease between the back of the trim and sidewall. This prevents the generation of friction between these surfaces as the tyre flexed during driving and applies particularly to radial tyres. This grease should be checked and replenished on a REGULAR basis as failure to do so can cause chaffing on the sidewall and places excessive strain on the seating lip which may cause damage to the trim. DO NOT FIT AND FORGET AS REGULAR MAINTENANCE IS ESSENTIAL TO THE LIFE SPAN OF ALL PRODUCT