



Wheel/Seal Repair Procedures



- 1.) Remove all bolts and washers from the back of the wheel.
- 2.) Remove valve stem.
- 3.) Using plastic, rubber or wooden mallet. Carefully tap the wheel center out, hitting against the mounting pad from the back of the wheel.
- 4.) Cut old sealant through the middle with a utility knife.

5.) Separate the rim halves.

6.) Discard damaged parts.

7.) Scrape off all the old sealant from the rim halves being reused.

8.) Clean all sealant areas with acetone or gun-wash.

9.) Reassemble the wheel making sure that the “FIKSE” logo on the edge of the rim center is aligned with the valve stem hole.

10.) Add one drop of “Blue – LOCTITE” to each bolt threads.

11.) Torque all bolts to 13 ft-lbs (173 inch/pounds) in a star pattern.

12.) Double check 13 ft-lbs torque specification in a circular pattern.

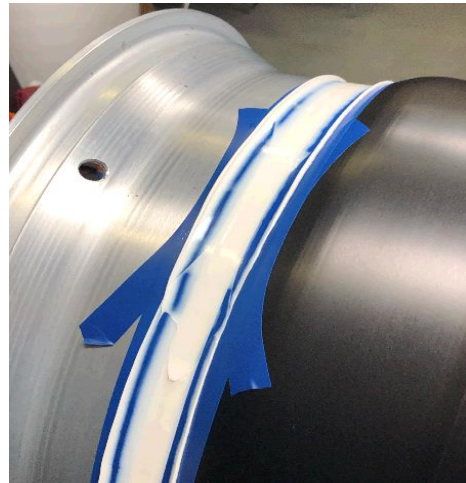


- 13.) Mask edges of the gap between the two rim halves with vinyl electrical tape. Be careful not to let the edge of the tape hang over into the gap.



14.) Apply sealant (DOW 832) into the gap between the two rim halves, making sure no gaps or air bubbles form.

15.) Using a scraper with rounded corners, run the scraper edge over the sealant just applied.



16.) Remove electrical tape

17.) Replace valve stem without disturbing the new sealant.

18.) Let sealant cure 24 to 48 hours (depending on the thickness of the new sealant bead) before mounting a tire onto the new wheel.