

# Jag wheel trims fitting - step by step - how to fit the trim you just bought!

Tools you need are:

- 1) Valve core remover , or if you don't have one, the air will simply rush out when you remove the valve – so just expect 3 seconds of drama – no damage done
- 2) 12 point M8 spline piece – from Snap On Tools or Mac Tools – to remove the BBS bolts
- 3) A 3/8 drive to fit the above piece – ideally with a ratchet action
- 4) A mini torque wrench to torque up when you refit the above bolts (20nm)
- 5) A wire brush wheel to fit in the jaws of a battery operated drill – for cleaning up any Loctite from the BBS bolts after they have been removed – so they are clean and ready to re-use
- 6) Pliers – for holding the mini bbs bolts when cleaning them up. Important to have pliers as saves lots of time / hurt fingers. Use the indent circle in the side profile of the pliers – perfect size usually for holding the m8 bolt heads
- 7) A propane/butane burner – this is crucial to avoid the massive grief of snapped BBS bolts which you can only get from ebay or by buying scrap BBS wheels for parts

Common myth:

- The tyre comes off?! No, the tyre stays on. Entirely unaffected. Yes, the air does need to come out. – easiest to remove the valve core / schraeder valve to get the air out – or if you are a tyre fitter / mechanic – take the valve bolt out like the others – but remember you will get a brief big rush of air as it all escapes. This is fine. No need to break the bead of the tyre either. No reason to do this. The trim is weak. Not really but just 0.6mm thin, so it inevitably crumples when the 2 ton car crunches up a kerb. However, they are very sharp – razor sharp if torn. Wear gloves ideally.

Working method:

- Just test a couple of the mini BBS bolts to see how free / seized they are. Gradually apply a bit of pressure and see if it eases off. Usually, this only happens in the summer months or on wheels from long term garaged cars. Do not impact the bar as it will just snap the heads off - unless you are lucky. Fire up the butane burner and play the heat through the barrel of the wheel to where the bolts seat into the rim / shell / casing/ outer / cylinder/ barrel / back/ rear/ - that the tyre sits on. The paint doesn't pickle up surprisingly and after say 2 minutes on each bolt, this will give enough heat for the Loctite to melt and allow the 12 point spline piece to rotate the mini bolts anti clock.
- Pop all the bolts into a pot for safe storage – as you really can't risk losing any of these. A good tip is that in addition to cleaning the threads, the bolt tops will also polish up with the wire wheel brush and change the tarnished tired look into a super shiny look

again – for a few minutes patience. Allow an hour to 2 hours for cleaning up all (60) bolt threads and tops with the wire wheel in your drill.

- The valve bolt is sited next to the BBS marking on the wheel. It is a tad bigger (M10) than the regular bolts and obviously has a correspondingly bigger hole for the valve bolt. This means the wheel can only be reassembled the same way “one way fit” as before – you have to locate the valve bolt to the big hole when you offer up the face of the wheel, ready for reassembly. If you don’t marry up the valve to the big hole – you can’t reassemble the wheel.
- When all the bolts are out – double check you haven’t missed any. Scan slowly round.
- Get a hide hammer so you can strike to back of the wheel middle to “pop” it free of the wheel outer. They seize in sometimes due to corrosion over the years. Heat and a 3lb hammer usually works. If all else fails – use a lump of timber and a sledge hammer. In this scenario, strike the spoke backs, rather than the wheel middle.
- The wheel middles can sometimes distort if the wheel has had a terrible pot-hole impact – but this is pretty rare.
- Don’t ever mix up the wheel middles – 9j fronts and 10j rears – it is stamped in the back of the wheel. If you mix them up, the rears will rub on the wheel arch.
- Remove the damaged wheel trim – by getting your biggest flathead screwdriver sited under the damaged trim and use a hammer to drive the flat head under the trim lip. The old trim is usually gummed down with a black sealant. The trim is less than 1mm thick so it will completely distort when it is lifted with the screwdriver. You are only trying to get the old trim out, to make the wheel ready to fit the new trim. Use a lever/crowbar to assist removal of the gummed in old damaged trim. It is razor sharp so wear gloves. I’ve slashed my palms on enough of these to always now wear gloves at this point.
- When the old trim is out, you will sometimes see a lot of corrosion – and may even need to run the big screwdriver round a few times to get off loose surface corrosion and clean up the ledge for the new trim to be seated down, ready to accept the wheel middle to be reassembled.
- Offer up the new trim and press into place.
- Don’t glue down the new trim – as if you ever want to refurb the wheels at a future date, it won’t be necessary to wreck the trims at the same time – assuming acid bath and sand blasting prep of the 2 pieces prior to powder coating.
- Scan round the ledge of the wheel to locate the big hole that the valve bolt sits in. You can then sit the wheel middle (9j for front 255 and 10j for rear 285) onto the ledge, with the BBS marking and the adjacent large hole for the valve bolt ready to seat, aligned to the big valve bolt hole. If the wheel middle won’t drop down, into place, there is probably corrosion round the outer edge of the wheel middle, so either rasp it off and then offer it up again or “rest it into place” by placing folded cardboard over the wheel middle and striking the spokes till the MF sits in like it should. This isn’t an ideal scenario as you can’t then adjust the fit to align the holes in the normal way. What you have to

do instead is pop the face of the wheel back out with the hide hammer – and the trim will come with it, sitting as a collar around the wheel middle – you can then sit it in as a combined unit to align however you want. Easy when you think about it!

- Fine tune the alignment of the holes for the bolts to be re-fixed. Try one bolt for each section between the spokes initially. Then refit all the remaining bolts and torque up a 20 nm. To speed the process, its easiest to use a battery powered tool with the 12 point spline m8 to get all the bolts home, including the valve bolt.
- Check the valve bolt has a small rubber O ring near the bottom of it – they sometimes perish or come off when you take the valve out and this is the only seal on these wheels.
- When the wheel is reassembled – you need the small 2 inch valve adaptor to then connect the tyre inflator and inflate as normal to re-pressure the tyres – 31lb or 30 / 32 if you prefer. Don't forget the flat head weather cap to go over the valve bolt hole after you have inflated the tyre to required pressure. This weather cap just threads in clockwise with a flathead slot. It stops the weather getting in and seizing up the valve – not a problem you want!

**Any questions – [jon kemp jagwheeltrims.co.uk](http://jonkempjagwheeltrims.co.uk) 07775 662601**