

BBS Alloy wheels

Tech tips

The sickening feeling that results immediately after kerbing an 'R-performance' BBS wheel is not nice, and neither is the cost of replacement. Fortunately, repair is possible

Words and pics: Garreth Coomber



The R-performance BBS split rim alloy wheels, available in 18-, 19- and 20in sizes will enhance the looks of any late model Jaguar, but only as long as they remain free of ugly kerbing marks which, unfortunately, are all too easily inflicted due to the low profile rubber the wheels need to wear.

In most cases damage will be limited only to the polished outer trim yet, until

It is possible to return a kerbed wheel back to pristine condition

recently, these have been unobtainable as separate items. However, 18- and 20in trims are now being produced and, though they are not yet available through retail outlets, some specialists can now do the job – here we show you what's involved.

The first step, of course, is to remove the wheels! Even BBS alloys can seize to the

hub, but only a soft-headed mallet against the sidewall is used to loosen them, with a couple of nuts always left in place but loose to stop the wheel falling. Once the wheel is off, the opportunity is taken to check the inner face for sidewall damage – it's not uncommon, but it is highly dangerous, and often goes unnoticed.



1 The air valve is cleverly hidden below a hollow bolt; this toolkit contains an inflator adaptor, blanking plug removal tool and spare plugs



2 The Schrader valve itself is hidden deep within the wheel rim, and is unscrewed to deflate the tyre



3 Both the hollow and conventional bolts require an 8mm splined bit for removal; this is done without using air tools to avoid damaging the splines

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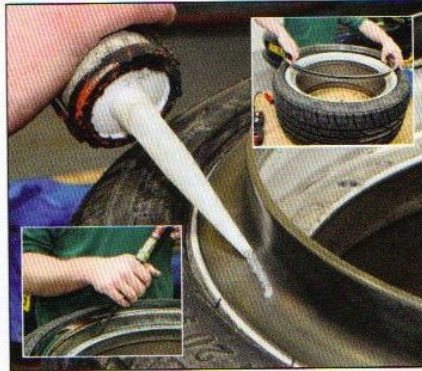
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Wheel refurbishment



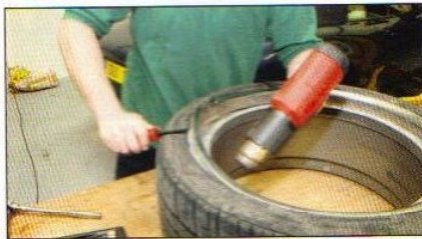
4 The hub is a precise fit in the rim, and so a little gentle persuasion may be required to separate the two – using only a soft-headed mallet



7 Silicone adhesive is applied to the back of the replacement trim, before fitting to the wheel rim. The bolt holes are then blown clean with compressed air, as any debris or blockage may lead the rim to split or the threads to strip when the bolts are tightened



10 After receiving a new sealing washer the hollow bolt is re-fitted, followed by the tyre valve and inflation adaptor so that the tyre can be reset to the correct pressure



5 Heat is then applied to soften the adhesive securing the polished trim, which is then carefully levered away from the rim



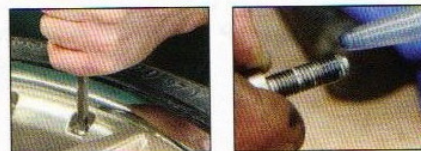
8 Next the wheel centre is sat back in place, aligning the inflation hole with the valve recess – it can be gently adjusted if necessary so that everything lines up exactly



11 To avoid possible seizure of wheel to hub in the future, both mating faces are cleaned and coated with copper-based grease before re-fitting. Re-balancing is not usually required as the rim, wheel centre, and tyre have not altered their positioning in relation to one another



6 Both the rim and hub are cleaned thoroughly to remove any remaining glue that may prevent the replacement trim from seating properly



9 The conventional bolts are coated with Loctite and wound in by hand to avoid cross threading before final tightening (in diagonal order) with a torque wrench to 15Nm

Next month
Chassis numbers and VINs explained

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