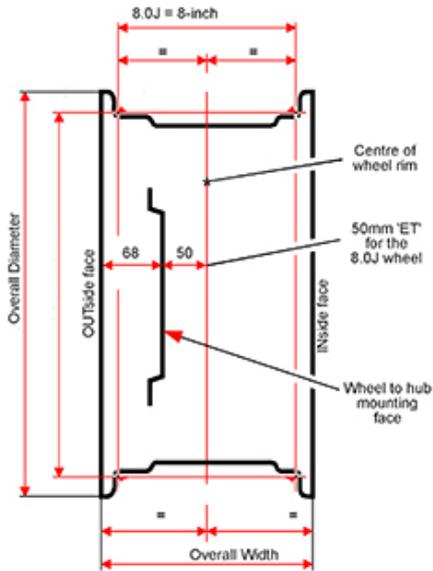


Modified wheel ordering and information Guide

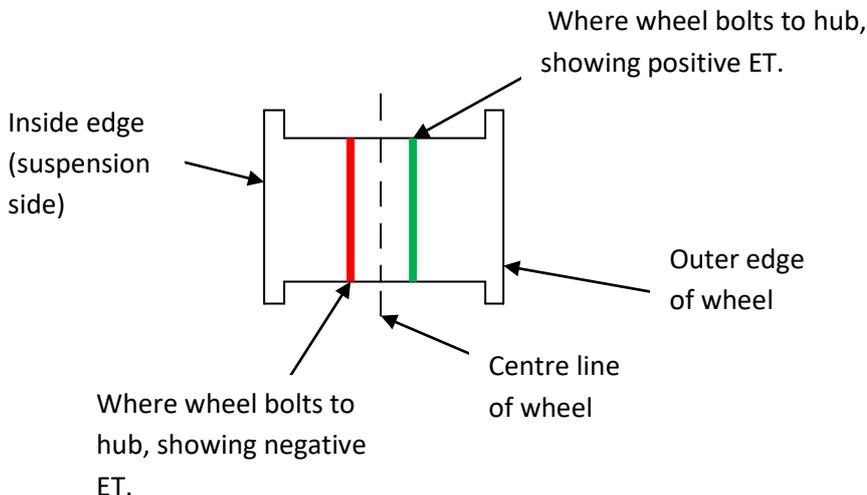


1. **Measuring wheels:** When measuring wheels to send to us to be modified or banded, we must first know what the measurement or J (which is the same as inches) of the wheel is to start with, this is measured between the two inner bead edges where the tyre fit to the wheel. Many people make the mistake of measuring the outer most wheel edges.

2. **Working out widths:** We get asked a lot how to measure wheels for banding, the easiest way is to place your car on a level surface, place a spirit level upright against the wheel arch and measure from the steel wheel edge to the spirit level, this is approximately how much to add.

3. **Double banding:** This is a bit more difficult due to a couple of factors that need to be taken into account. When banding the outside of the wheel, which changes the width, you are changing the ET, as well as the offset. The ET is how far the centre of the wheel (the part that bolts to the hub) is past the centre line of the outer part of the wheel. This can either be negative or positive, E.g. ET 35 is positive, meaning the centre of the wheel is 35mm away from the centre-line towards the outside of the wheel, and ET-35 is negative, and is when the centre of the wheel is 35mm off the centre-line towards the inside of the wheel. While you are changing the widths of the wheels through banding, this will change the ET. In most cases a different width inner band will be different to the outer band to get the required offset or ET. The offset is the measurement between the wheel hub bolt face to the outer edge of the wheel before it fouls on any bodywork or suspension.

Positive + negative ET



4. **Checking wheels:** Before having your wheels banded or modified check for cracks, bends, edge damage, and bad rust areas where water has been sitting for a long period of time, this all affects the final look of the weld and POSSIBLY safety.
5. **Welded or riveted:** wheels are usually one of three fixings when it comes for holding the centre and outer rim together, these being welded, plug /puddle/spot welded or riveted. When riveted, it usually means they are an old tubed wheel and were made before tubeless tyres were used, for this fact we can not usually get a pressure tight seal due to very small leakages through the rivets.
6. **Blasting:** Although we don't insist on blasting, it is usually done so the wheels are ready for paint, but on some occasions if the wheels are badly rusted and may affect the weld process we have to insist on it, not only for safety but for aesthetics too.
7. **Sending:** The easiest way to send your wheels is to go online and book a courier to collect your wheels, once wrapped up print the label and away you go. Websites we use/recommend are www.parcel2go.com or www.parcelmonkey.com
8. **Paying:** Our payment methods are either Bank transfer, paypal or cash on collection, we do ask for a minimum of half up front and remainder on completion.
9. **Ordering:** If you decide to go ahead with your order please download and fill in our work order form with all your details and requirements and either include this with your wheels or you can fill out online and email to us, this provides us with all the information that we need to complete your job. To fill in our works order online click this link <https://docs.google.com/document/d/1Hq00msz2JW5YWNmRgF-qF3GyWK0ePkHjs3A3sRvKCzI/edit?usp=sharing>
10. If you wish to discuss your job further and for costing please ring 07823889541 or email us at usherengineering@googlemail.com