

(f) *Hints Regarding Maintenance and Repairs*

(1) Poor manoeuvrability and considerable wear on tyres frequently is due to non-balanced front wheels which then wobble. For balancing the front wheels the tractor must be jacked-up in such a way that the front wheels are free to rotate. If a non-balanced wheel is rotated, it will always stop in the same position. The unbalance is at the lowest point. Exactly opposite to this point, that is, at the top of the wheel hub, a piece of metal whose weight must just be high enough to neutralise the unbalance, must be screwed in or welded. The unbalance is removed if the wheel comes to rest at different positions.

(2) When a tractor is used on rocky ground, the wheel hub or rims may occasionally be damaged. The damaged wheel must immediately be repaired, if indicated, or replaced by a spare wheel.

If the wheel hub runs out of true, it can only be repaired in a special workshop.

(3) If a tyre has to be fitted, take care to obtain covers and inner tubes of the correct size. Tubes whose diameter is too large, will crease inside the tyre and break so that they become rapidly useless.

Take care not to use unsuitable or damaged tyre irons. They damage rims and tyre beads. It is advisable to apply a thin film of soft soap to the rim flange (on no account use grease or oil) and to wet the tyre irons.

After these preparations a tyre can conveniently be fitted. Take care not to squeeze the inner tube between tyre bead and rim.

(4) *Rules Regarding the Fitting of Tyres*

(a) Clean the rims and, if possible, immediately cover the well with a quickly drying anti-corrosive agent (varnish).

(b) Sprinkle powdered soapstone on the inner tube and the interior of the cover.

(c) Insert the tyre flap and inner tube.

(d) Note that the tyre must be so placed that the coloured point on the side wall coincides with the valve hole in the rim.

(e) Press the lower bead uniformly into the well-base rim. If necessary use a tyre iron.

(f) Put the inner hose into the outer cover and slightly inflate it.

(g) When fitting the upper bead on the rim, always start opposite a valve. This bead must be pushed over the flange into the well. If necessary, the bead must be retained by kneeling on it.

(h) The bead is alternately lifted over the rim flange by means of tyre levers until the cover fits properly on the rim.

(i) Inflate the tyre to the specified pressure and tighten the rim nut. Once more check the tyre for proper fit.

The fitting of tyres on *flat-base rims* differs slightly from the above fitting procedure. First proceed as has been said in paragraphs (a) to (d). The