



TClinic

TC WHEEL TUNING

The TC wheel is a fine wheel . . . except that the rim is too large in diameter and too narrow in width. The spokes are too long and there aren't enough of them. Well, at least it has a good hub. Our English cousins prefer the optional 16 inch wheel, at least at the rear, with 6.00 tires, for greater strength and vastly superior handling. If we Yanks weren't so carried away with originality, we would likely follow suit. The TC wheel is weak and requires constant attention. About every 1,000 miles, the spokes should be checked for tightness, any loose ones being tightened about the same as the others. Snap-on tools make a brake wrench (B-1351-A) which, with its smaller end cut off and rounded, is an ideal spoke wrench.

Anyone can rebuild a wheel himself if he exhibits a little patience. First, mark the hub along the same radius as the stem of the tube, then cut out the old spokes and discard. With another wheel as a guide, we can begin fitting new spokes and nipples. Don't forget to keep your mark on the hub aligned with the stem hole of the rim. Leave these spokes fairly loose until all are fitted. Tighten the spokes in sets of two at 180°, 90°, 45°, etc., so that about two threads show above the hub aligned with the nipple. If further tightening is necessary, follow the same pattern with equal amount on all spokes. The result will be a reasonably serviceable wheel. Of course,

the above assumes that the rim is not warped, cracked or afflicted with flat spots. Sometimes the nipple holes in the rim can have fractures, or little pieces can be broken right away. If the wheel has been run for some time in a loosened condition, the spokes may have enlarged their holes in the hub.

A good professional wheel tuner works to a .040 inch runout, radially and laterally, on the rim. This is much closer than on a new wheel, which is all to the good since the ball bearing front end on the MG TC is demanding indeed.

Once the tire is fitted, the wheel should be balanced statically. Since the TC rim will not accept conventional weights, solder is often wound around the spokes

Dynamic balance, superior though it sounds, is not critical. Any dynamic imbalance, once static balance has been achieved, would be within 2 1/4 inches of the radial plane of the wheel, and also very small. The TC wheel rarely turns as high as 1,000 rpm, so any such imbalance could likely be ignored.

Editor's Note: The above information was extracted from the Nov/Dec 1969 TSO

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2002 Update

Weighting with solder will look more period, but an alternative is to use self stick weights.