



2014 – V1

Wheels Now! Tips to Keep Wheels Rolling

Tip#3 - Changing from Tube-type to Tubeless

We can help converting your wheels from split ring or lock ring style wheels to tubeless wheels.

Changeover from Tube-type to Tubeless wheels can seem daunting or intimidating – but with the right partners, it's really not.

IMPORTANT REMINDER: Wheels Now can still make and service many tube-type wheels so you don't necessarily have to convert unless you want to.

What are the advantages and disadvantages to changing over from tube-type to tubeless?

Advantages of converting: Tubeless is more common, more tire selection, easier to service.

Disadvantages of converting: Expense – need to change wheels AND tires to tubeless.

Tube-type wheels are generally listed in even number inch diameter increments.

15", 16", 20", 22" and 24". 15" are usually 2-piece (meaning a single lock ring and the base)

20", 22" and 24" can be either 2-piece or 3-piece (using a lock ring, side flange and the base).

Wheels Now can service many of these options and keep you in your tube-type wheels.

When converting or changing over from tube-type to tubeless keep in mind, YOU WILL NEED NEW WHEELS AND TIRES.

1. You will be changing or up sizing to a larger wheel diameter. 17.5", 19.5", 22.5" and 24.5" are the most common conversion tubeless diameters.

2. YOU WILL need new tubeless tires in the newly selected tire diameter and width. You cannot use your existing tires if you are changing over or converting to different size or configuration.

If you know or convinced that a changeover is the best choice for you - Here are some steps and tips to help with the changeover.

1. Gather information on **your current existing** Tube-type wheels. Get tire size, equipment year, make and model, collect any part numbers off of the existing wheel and components, bolt pattern specifications, and spacing. We have a guide to assist you. Download and complete a 'How To Measure a Wheel Guide' form located on our website in the 'Resource Center'. This information is vital/ must have information and easy to obtain.
2. Measure the Hub, Drum and/or Brake Clearance to be sure you have enough clearance. Do this with the wheel off the vehicle. Why do you need hub/drum clearance measurement if I'm going to a larger diameter rim? The answer lies in the rim inside diameter or narrowest point of the rims interior. You are changing from a tube-type rim which has a flat rim base profile to a drop center tubeless rim profile. The inside diameter of each of these is different because the profile of the rim bases are different. In short the Inside Diameter of a 15" Tube-type flat base rim has

a similar inside Diameter of a tubeless 17.5" diameter rim. You upsize rim diameter to allow for similar clearance – but measuring will ensure the conversion works and avoid clearance issues.

3. Select a tire size for your new tubeless wheels. We've included a chart of the most common conversions from your tube-type to your new tubeless wheels. Familiarize yourself with the tire you're looking at, paying special attention to tire height. Get tire height to ensure that fits on your vehicle or equipment and inside the wheel wells. Many tubeless tires have low profile options worth considering if tire height becomes an obstacle for your vehicle or equipment.



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