

## Traction Rim Conversion Drawing Explanation

The following refers to attached Version 1, 25 Oct 15 to scale profile details of Traction rims and basic 15" conversions and is a guide for consideration of associated changes:

*Clearance Datum* – Represents the recommended minimum position from the steering arm. Basically, if the steering arm is clear, the rear shocker will remain clear for all rear suspension articulations, provided correct adjustment has been conducted;

*Hub Datum* – The position of the brake drum, rim mounting surface;

*Mudguard Clearance* – The outer position of the mudguard, tyres being wider than rims;

**L15 120** – Standard Light 15, 165 x 400 rim profile;

**F9 130** – 185 x 400 rim profile, as for Big 6. (Specific manufacturer evidence of L15 and Big 15 clearance for both front and rear rims/tyres, being unsure of Big 6 front.);

**ROH 150** – Old ROH rim profile that I've set to close to both the steering arm and rear shocker, as detected by the slightest tyre contacts when stressed. Dashed detail depicts the minimum required for clearance.

**VW 6"** - Depicts a current Golf 15" steel rim where due to the current generation of larger offsetting results in a poor match to a Traction rim centre. Dashed detail of reducing the VW rim width does little to overcome the situation.

Additional comments:

The French Traction rim is 10 mm more in diameter than the UK rim at the change well, hence the greater difficulty in removing a tyre. However, because the French centre diameter is correspondingly larger, they were able to be welded into 16" rims. Due to the shape of the French centres, they are more rigid than the UK equivalent.

The younger set is renowned for wanting bigger wheels, the result being that cheap, European 185 and 195 65 R15 tyres are often advertised, but less so recently. Note that adverts for particular new tyre sizes are invariably listings for 'equivalents', particularly in the cheaper category.

A French 11B, black big boot 55008-H club rego, at last years Concours had 205 65 or 60 R16 tyres fitted where if the rims were 6", the tyres should have protruded from the mudguard but didn't. The rim centres weren't French, and were neatly fitted with UK hubcaps.

The rear suspension articulation of a Big 6H is vertical, leaving the clearance requirements to the front wheels. Recommend identifying and contacting the 11Bs owner should you be looking into wheels but 16" is definitely more appropriate for a Big 6.

*of Peter*  
For your records Peter, cheers, Michael

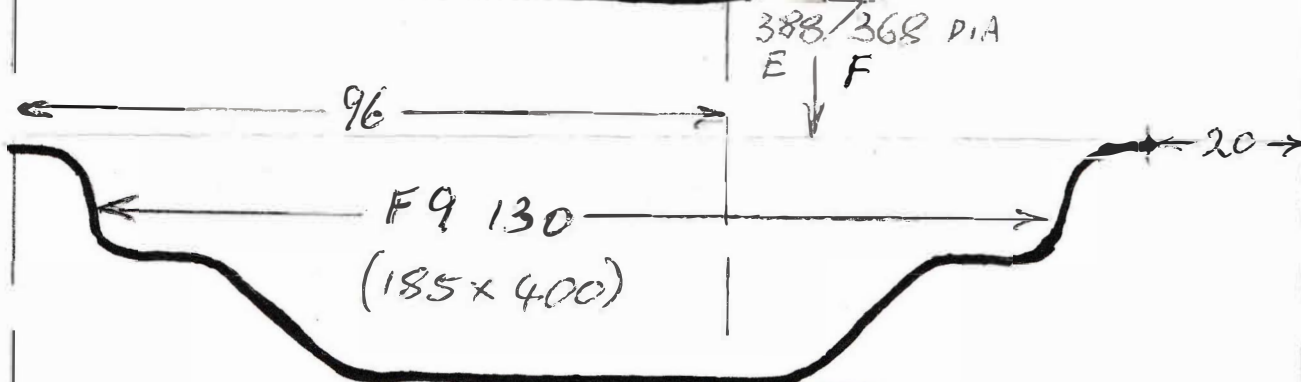
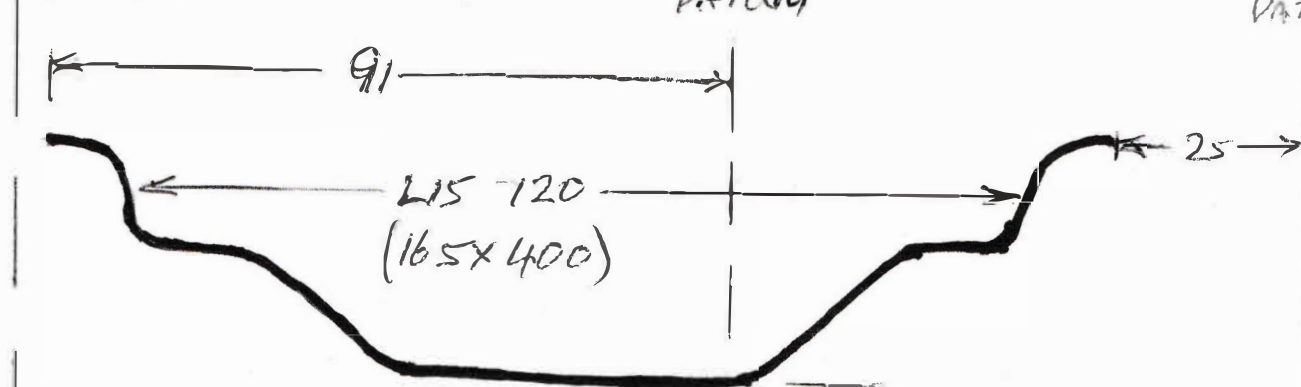


CLEARANCE  
DATUM F9

DRUM  
HUB  
DATUM

C. M. Nose

MUD  
CLEAR  
DATUM



NOTE: F9 RIM PROVES  
CLEARANCE.

