

From Peter White:

Three Wheeler Tyre Pressures

W. 6

In answer to D. Ipstick in the March/April 'FLAT OUT' about tyre pressures on his Lomax 223 : 2CV pressures are Front 20 P.S.I., Rear 26 P.S.I. Ami pressures are 26 P.S.I. front and rear. But with the Lomax 223 we have only one rear wheel, so pressure must go up to do the work of two wheels - say 35 or 40 P.S.I. if carrying a passenger and camping gear. So I would use 22 front, 35 rear on my Citroën Special three wheeler around home, but 26/40 on long runs two up.

If you under-inflate, you risk a blow-out. Use higher pressure and you get lighter steering. Too high, and the centre of the tyre tread will wear out first.

From John Nash:

Tyre Pressures - I run with 18 pounds per square inch at the front, and 20 in the single rear tyre. If you use more than this, the road-holding is awful and you experience chronic oversteer. I use these pressures for all driving conditions and find them ideal.

From Norman Simpson:

Tyres and Rims

I can recommend a product called 'Tyresafe', distributed by Xantak Chemicals Ltd. (Tel: 0141-332 5567). Tyresafe is intended as a tyre puncture preventative liquid which fills puncture holes quickly and solidifies, forming a permanent seal. Having a slow puncture due to a rusty wheel rim, I've used Tyresafe on my two front wheels, and before I had to pump up the tyre once a week as it has usually lost about fifteen pounds. Now, it has lasted five weeks with a loss of pressure of only five pounds. I have not suffered any punctures so cannot report on that aspect.

Simon Banks asks what tyre pressures are recommended for our cars, a subject which crops up from time to time in 'FLAT OUT', and answers seem to vary quite widely. I use 28 lbs in the front and 35 lbs in the rear. If the front tyres are much lower, I find that the car tends to slide when cornering, especially in the wet. Perhaps David Low of Lomax Motor Co. would like to comment.

From Tom Lucas:

Changing Your Own Tyres

(46) 5/6-96

I recently I found out that it is possible to change Citroën 2CV-type tyres yourself at home. Unlike most 'modern' car tyres (which need a special fitting press), the Citroën tyres have enough diameter and sufficiently flexible sidewalls to enable them to be fitted and removed with tyre levers - or even a pair of large screwdrivers at a pinch. Just like a motorcycle tyre, in fact. Or possibly even easier, since there is no inner tube on a tubeless tyre! Removing the tyre from the wheel is done by letting all the air out and breaking the seal between the sidewall and the rim by treading round with the heels of a stout pair of boots. Turn the wheel over and do both sides, 'treading' the sidewalls into the well at the centre of the wheelrim - this is essential - if you do not get the tyre bead into the well first, you'll never get the tyre off! Insert a tyre lever or screwdriver between the tyre and the rim. Apply a second tyre lever about four inches from the first, and lever the first section of the tyre over the rim. Progressively get more of the tyre off the rim, working round with the levers. Once you are over a third of the way round, the tyre will come off easily. Inspect the inside of the rim for rust where the tyre sidewall forms a seal, and remove any protruding rust spots with emery cloth. Fitting a tyre is much the reverse of this process. Remember to lubricate it with washing up liquid (which will eventually cause more rust) or french chalk (which won't) as you go. To make the tyre seal to the rim properly, inflate hard with a garage air-line. If an air-line isn't available, apply a tourniquet to the circumference of the tyre to force the sidewalls outwards, and use a foot-pump.