

Gluing Tyres



But first, let's get some race tyres fitted for wood racing

Above are a pair of Slot.it PT1172N22 tyres, which will fit any hub from 15.8mm diameter, to these 17.3mm hubs.

Take a look at the tyre on the right which I have turned inside out. Notice it is not the same on each side?

The right hand side as pictured, has a wider shoulder. This is the side which has the Slot.it lettering and tyre ID on it. I like to fit this to the inside of the wheel for two reasons. Firstly, as a performance matter I believe that having the "overhang" of the tyre on the outside, creates a springing effect as the car corners and loads this area up, which is sitting outside the vertical line of the wheel. As the load increases, the overhand squishes, and then as the car exits the corner, it expands, and can destabilize the car. Well that's my story and I'm sticking to it. The second practical point, is that with the main overhang on the inside, we can easily sand any residual overhang back, so the wheel sits as wide as possible for the widest track we can get inside the wheel arch.

As per my tech article on gluing tyres last year, avoid cheap, quickset superglues. They often react with the tyres, causing rapid distortion as they dry, and cause the tyre to split. The Selleys Quickfix gel above has up to 10 seconds work time, depending on tightness of tyre fit and ambient temperature. As it is a gel it is easy to apply a small blob to the rim, spread it with a

tooth pick, then seat the tyre on it. I mount the tyres as above on the rim, apply glue all around the outside shoulder (never on the centre part), then pull the tyre across quickly and seat it. In some cases I can spin the tyre on the rim for a couple of seconds to ensure it is seated evenly, and to spread the glue, others I can't. This helps avoid the tyre sitting twisted on the rim. Your mileage may vary. As quickly as possible, wipe any excess off the outside of the tyre then press the outside hard onto a flat surface. This also helps ensure correct seating on the rim with no twist.

Then glue the inside shoulder by peeling back the tyre a portion of the circumference at a time, smear some glue on the wheel shoulder with a toothpick, spread it, let the tyre re-seat itself, working your way around the circumference. Wheels done, leave them for at least half an hour for the glue to cure properly.

Now we can go to work on the fronts.



These are a tight press fit on the axle, twist carefully and pull off straight, so you don't risk cracking them. Plastic wheels are injection molded and can sometimes have small burrs. See above the small imperfections on both wheels. These ones weren't bad, but I still scraped them with a sharp blade, then sanded smooth.

The original tyres are fine for the fronts, so glue these on using the same procedure as for the rears.

ALSO TAKE A READ OF THE TYRE GLUEING ARTICLE ON THE WEBSITE UNDER [TECH ARTICLES](#) FROM NEWSLETTERS