Central Wheel Components

Why go to anyone else?

PRODUCTS
- Rims
- Spokes
- Nipples
- Tyres

SERVICES
- Wheel Building
- Shot Blasting
- Powder Coating
- Polishing

CELEBRATING 120 YEARS OF BRITISH MANUFACTURING

+44 (0)1675 462264 info@central-wheel.co.uk www.central-wheel.co.uk
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Central Wheel Components (CWC) are celebrating 5 generations of the same family owning and running the Company over the past 3 Centuries. The fifth generation having joined the company in April 2016.

CWC may not have invented the wheel, but we have built and restored it many times since its inception. In fact, since we started in 1897, we’ve built motorcycle wheels for every motorcycle - from Adler to Zundapp, with bikes named with every letter of the alphabet in-between.

We currently produce all the spokes for Norton Motorcycles and we rebuild all the spoked wheels for The National Motorcycle Museum and Sammy Miller Museum. Both museums use CWC because of their requirement for the highest quality workmanship.

Until 2007, when they relocated their cruiser factory to Thailand, we supplied Triumph Motorcycles with upto a thousand spoked wheels a week.

With 120 years of trading under our belt, we have amassed a vast amount of knowledge and expertise and consider no job too small or too specialised for our skilled workforce. We scour the World for the very best Rims to offer both value and quality to our customers, the current selection are shown within this catalogue. Whether you require a new rim, a blast and polish for your old hub, a set of spokes and nipples, or even a complete wheel rebuild, CWC is here to help. We can also supply and fit tyres and tubes, supplied by our sister company Wheelhouse Tyres. (see www.wheelhousetyres.co.uk)
Our Customers

CWC currently supply trade and retail customers in more than 60 countries worldwide, our sales team have built up strong relationships with many of our diverse customer base. In the UK, sales are becoming more retail orientated as older wheel builders find it increasingly difficult to pass on their skills to the younger generation.

The following pages detail our classic wheel building capability, showing the many different types of rims, spokes, nipples and tyres we supply. All can be built by yourself or CWC or your own wheel builder onto your original hubs.

Please keep this brochure in a safe place and use it for future reference on any aspect of classic wheel building, from spoke gauges and rim sizes through to tyre fitment details.

We suggest you photocopy the order form (leaving the original to be reused), and either fax or post it back to us with sample spokes and/or hubs, or scan and email it to us at info@central-wheel.co.uk

There is a 50% Discount Voucher for The National Motorcycle Museum at the rear of this brochure.
Accurate Information

Your order is important to us and to enable us to get things right first time, we need you to supply us with as much accurate information as possible. The biggest problem our sales team has to deal with is inaccurate information, often due to the many changes that have occurred during the lifetime of your motorcycle.

For example, motorcycles from the 1960's are now over 50 years old and have seen great changes, and a machine from the early 1920's will potentially have also seen many changes! Original equipment hubs, rims and spokes may well have been replaced, and you cannot assume that the OEM’s spoke dimensions in the original workshop manual will fit your wheel today. **Please remember that CWC supply replacement parts not replicas!**

Enquiry Form Checklist

Whether you are an enthusiastic amateur or professional motorcycle restorer, we require full, accurate details so as not to waste our time or your money. It is important you supply us with the following information when you prepare your order:

1. Make, Model and Year of motorcycle manufacture.
2. What are you trying to achieve? *eg. Are you looking for the cheapest option to get your bike up and running, or restoring your bike to ‘Concours’ status?*
3. Type and Size of Rim you require. *(Diameter, Width & Number of holes)*
4. Type and Dimensions of Spokes and Nipples you require. *(A, B, G, L & Nipple Diameter)* - *see illustration on page 16.*
5. Type of Hub you have/are sending to us. *(D1, D2, W1 & O1 dimensions if possible)* - *see illustration on page 7.*
6. What you require us to do with your hub. *(Polish or Powder Coat)*
7. Full Name, Address, Delivery Address (if different), Contact Phone Number/s and Email Address.
Useful Tips

We can supply anything from a single wheel rim or set of spokes right through to a complete wheel assembly, built in-house by our specialist wheelbuilders. Whichever you require, please remember we can work better from a sample than a poor sketch with inaccurate measurements. You may find it helpful to look at our website www.central-wheel.co.uk to ascertain the type and size of rims and spokes you require.

Rim Details

When ordering, please confirm the following details:

• Width and diameter of rim and number of spokes, eg. 19" x 1.85" x 40 hole.
• Type of rim: chrome-plated, powder coated steel, stainless steel, or alloy.
• Most rims will be dimpled and drilled (depending on the type of hub), and wheels will usually have 36 or 40 spokes, although don’t be surprised to find 28 or 32 holes in a rim, plus one for the valve hole and one or two for the security bolts (which were fitted in bygone days to the rim to stop tyre slippage).
• Every hub requires the holes in the rim to be set at a unique angle, so it’s essential you supply the correct dimensions D1, D2, W1 and O1 when ordering replacement rims. (See diagram opposite).
• If a complete rebuild is required, your old hub will need to be supplied. (Bearings removed).
• When ordering new rims, if possible state the type of hub the wheel currently has eg. Full width, conical, disc brake, QD, cotton reel or single sided. Also the type and model of bike and year of manufacture.

Please note, we supply replacement rims not replicas. Some may differ in dimple pattern or drilling to the original equipment parts, but will fit the hub specified.
Hub Details

We receive hubs in all types of condition, from ancient to new, and of every size and type imaginable. Our in-house powder coating and blasting facilities enable us to restore an ancient hub to superb visual condition, but we cannot be held responsible for the hub’s integrity when it is re-tensioned using a new rim and spoke set.

The two hub sketches show a single-sided hub and a full width hub, with dimensions D1, D2 and W1; along with a sketch (below) of a sectioned wheel rim, showing the O1 hub offset dimension.
CWC British Chrome Rims

This is our own brand of rim, rolled to a replica of the popular Dunlop rim of the 1960’s. This high quality, bespoke rim is hand polished prior to being dimpled and drilled to your specific requirements. Then it is triple plated using copper, nickel and chrome to BS EN12540 (service condition 4) ensuring a high quality finished product.

All rims are stamped ‘Made in England’ and because each is individually made to your requirements, you need to allow 28 days for delivery. We also supply rims in bare metal suitable for painting, powder coating or alternative plating.

Elite Chrome Rims

The Elite Classic Rim is produced for the restorer who demands only the best, and as its name suggests is the highest quality rim available. We have achieved this by enhancing the traditional CWC British Chrome Rim to an extremely high level.

The raw rim sections are polished, dimpled and drilled to original specifications and then given an extra polish before plating. The process consists of two layers of Copper, followed by two of Nickel and Chrome. This produces a thicker, deeper chrome plated finish. All Elite Chrome Rims are made to order with a 28 day lead time.
# CWC British Chrome Rims

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## Stock items fitment guide

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<td>BSA Full Width Cast Iron Rear</td>
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<td>BSA 190mm F/W Front</td>
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<td>BSA 190mm F/W Front</td>
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<td>BSA Bantam Front</td>
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<td>19xWm1 40</td>
<td>BSA 12 Front &amp; Rear 1956-58</td>
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<td>CW MB 22</td>
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<td>BSA / Ariel Alloy Full Width</td>
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<td>CW BSA 29</td>
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<td>Trials/Bantam Cub</td>
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<td>CW VEL 1</td>
<td>19xWm2 36</td>
<td>MAC Velocette Front</td>
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</table>

*DP: Dimple Pattern
Standard Chrome Rims

Our new Standard Chrome rim is an entry level chrome aimed at the cost conscious buyer who still demands a high level of quality.

The Tri-Nickel rim is given 3 layers of nickel before finally being chrome plated for extra depth of both quality and endurance.

These rims arrive to us pre-chromed and we then drill them to suit your requirements.

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Width</th>
<th>36 Hole</th>
<th>40 Hole</th>
</tr>
</thead>
<tbody>
<tr>
<td>16”</td>
<td>1.60”</td>
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</table>
CWC Stainless Steel Rim

CWC Stainless Steel Rims are a replica of the original profile rim produced by OEM*, Dunlop and Jones. Highly polished with a brilliant shine, they are virtually indistinguishable from chrome and provide a ‘no rust’ solution when rebuilding the wheels on your restoration project. Extremely durable, they are long lasting and will polish up like new for years to come.

These rims are ideal for areas where salt air or road salt is a major factor. They are available either pre-drilled for fitments or undrilled ready to be punched out to a customer’s own requirements in the sizes below:

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<tr>
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<th>40 Dimple</th>
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* Please see glossary Pg 35
# Stock Item Fitment Guide

## Norton

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<td>19 x Wm2 40 2x2 Pattern</td>
<td>CS370643</td>
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<tr>
<td>Conical</td>
<td>Front</td>
<td>37-3818</td>
<td>19 x Wm2 40</td>
<td>CS373818</td>
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<tr>
<td>Full Width Cast</td>
<td>Front</td>
<td>37-1230</td>
<td>19 x Wm2 40</td>
<td>CS371230</td>
</tr>
<tr>
<td>Cotton Reel Disc</td>
<td>Front</td>
<td>37-4129</td>
<td>19 x Wm2 40</td>
<td>CS374129</td>
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<tr>
<td>Spool Hub</td>
<td>Rear</td>
<td>37-1007</td>
<td>18 x Wm3 40</td>
<td>CS371007</td>
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<tr>
<td>Disc</td>
<td>Rear</td>
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<td>Rear</td>
<td>37-3784</td>
<td>18 x Wm3 40</td>
<td>CS373784</td>
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<tr>
<td>Full Width Cast</td>
<td>Front</td>
<td>37-1374</td>
<td>18 x Wm2 40 2x2 Pattern</td>
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<tr>
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<td>Rear</td>
<td>37-1471</td>
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<td>3TA</td>
<td>Front</td>
<td>37-1274</td>
<td>17 x Wm2 40</td>
<td>CS371274</td>
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</table>

Undrilled rims available in all sizes 21" to 16" can be punched to order for any application not listed above.

## BSA

<table>
<thead>
<tr>
<th>Model</th>
<th>Wheel</th>
<th>OE Number</th>
<th>Rim Size</th>
<th>Our Ref</th>
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<td>Front</td>
<td>37-1230</td>
<td>19 x Wm2 40 2x2 Dimple</td>
<td>CS371230</td>
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<td>Full Width Cast</td>
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<td>37-1374</td>
<td>18 x Wm2 40 2x2 Dimple</td>
<td>CS371374</td>
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<td>QD (Crinkle)</td>
<td>Rear</td>
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<td>37-3690</td>
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<td>Front</td>
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<td>19 x Wm2 40</td>
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<td>CSTR10</td>
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<td>Trials Bantam</td>
<td>Rear</td>
<td>TRI 11</td>
<td>18 x Wm3 40</td>
<td>CSTR11</td>
</tr>
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</table>

Undrilled rims available in all sizes 21" to 16" can be punched to order for any application not listed above.
Polished Alloy
Non-Valanced

The ‘Turismo Cross’ (TC) is the most hard wearing of the profiles. This non-valanced rim is commonly seen on off-road, competition and normal road bikes.

Sizes stocked (for classic bikes):

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Width</th>
<th>40 Hole</th>
<th>36 Hole</th>
<th>32 Hole</th>
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<tr>
<td>15”</td>
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<tr>
<td>16”</td>
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<td>16”</td>
<td>2.15”</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>16”</td>
<td>2.50”</td>
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<td></td>
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<tr>
<td>16”</td>
<td>3.00”</td>
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<td>•</td>
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<td>16”</td>
<td>3.50”</td>
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<td>•</td>
</tr>
<tr>
<td>16”</td>
<td>4.25”</td>
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<tr>
<td>16”</td>
<td>5.00”</td>
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<td>21”</td>
<td>1.60”</td>
<td>•</td>
<td>•</td>
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</tr>
</tbody>
</table>

All polished alloy rims can be supplied in a variety of anodised or powder coated colour finishes (please enquire for further details)

Polished Alloy
Valanced

The profile of this ‘Super’ (TS) rim was popular on bikes from the late 60’s and 70’s. Known as a valanced rim because of the shoulder running around the edge, these rims offer classic styling for classic bikes.

Sizes stocked (for classic bikes):

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Width</th>
<th>40 Hole</th>
<th>36 Hole</th>
</tr>
</thead>
<tbody>
<tr>
<td>16”</td>
<td>1.85”</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>17”</td>
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<td>•</td>
</tr>
<tr>
<td>20”</td>
<td>1.60”</td>
<td>•</td>
<td>•</td>
</tr>
<tr>
<td>21”</td>
<td>1.60”</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>

Tagasako Excel
Valanced

The Excel flanged alloy rim is undoubtedly the best of its kind, but comes at a price as these rims cost considerably more than other equivalents. These rims come in a highly polished finish echoing the traditional look of the old Borrani and Dunlop flanged rims.

Sizes stocked (for classic bikes):

<table>
<thead>
<tr>
<th>Diameter</th>
<th>Width</th>
<th>40 Hole</th>
<th>36 Hole</th>
</tr>
</thead>
<tbody>
<tr>
<td>18”</td>
<td>1.60”</td>
<td>•</td>
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<tr>
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</tr>
<tr>
<td>21”</td>
<td>2.15”</td>
<td>•</td>
<td>•</td>
</tr>
</tbody>
</table>
Rim Cross Sections

Chrome Rims

- 38mm (1.50") WM0
  - 56mm (2.20")

- 40.5mm (1.60") WM1
  - 61mm (2.40")

- 47mm (1.85") WM2
  - 69mm (2.72")

- 55mm (2.15") WM3
  - 78.2mm (3.08")

Non-Valanced Polished Alloy Rims

- 57.6mm (2.27")
  - 40.6mm (1.60") WM1
    - 5mm

- 76mm (2.99")
  - 54.8mm (2.15") WM3
    - 5mm

- 92.8mm (3.65")
  - 70mm (2.75")
    - 5.3mm

Valanced Polished Alloy Rims

- 57.5mm (2.27")
  - 40.6mm (1.60") WM1
    - 3.3mm

- 73mm (2.87")
  - 55mm (2.15") WM3
    - 4mm

- 102mm (4.01")
  - 76mm (3.00") WM5
    - 4.5mm

- 65mm (2.56")
  - 47mm (1.85") WM2
    - 4mm

- 84.5mm (3.33")
  - 63.5mm (2.50") WM4
    - 4mm
Spoke Dimensions

L1 = Length of spoke
G = Gauge of spoke

Example:
40 Spokes,
L1 = 150mm, G = 9

For Straight Spokes please measure as follows:
If spokes are 2 diameters (eg. 8/10 gauge) please state this on your order.

L2 = Length of spoke
A = Angle of spoke
G = Gauge of spoke
B = Length of bend of spoke

Example:
40 Spokes,
L2 = 150mm, G = 9,
A = 50, B = 10mm

For 1° to 50° please measure L2 as follows:
If spokes are 2 diameters (eg. 8/10 gauge) please state this on your order.

L3 = Length of spoke
A = Angle of spoke
G = Gauge of spoke
B = Length of bend of spoke

Example:
40 Spokes,
L3 = 150mm, G = 9,
A = 90, B = 12mm

For 51° to 100° please measure L3 as follows:
If spokes are 2 diameters (eg. 8/10 gauge) please state this on your order.
Spoke Details

**Spoke material:** Galvanised (high carbon steel), bright steel (for painting), stainless steel or bulldog (high tensile stainless).

**Spoke finish:** Polished, unpolished, powder coated, black chromed, chemically blacked, galvanised or bright steel.

**Spoke type:** Single gauge, single butted or double butted.

**Spoke dimension:** Length, gauge of wire, angle of bend, length of bend. Straight spokes are measured over total length.

**Nipple size:** Gauge, diameter underhead, material and type of finish.

**Please note:** Similar material, such as stainless steel spokes with stainless steel nipples can seize together over time. If in doubt, please ask before you order!

Spoke Materials

- Galvanised steel was the traditional material for spokes, although stainless steel is now more popular and gives a better longer lasting finish.
- Unpolished stainless steel spokes resemble galvanized spokes with the added benefit of being corrosion resistant.
- Polished stainless steel gives spokes a chrome-like appearance, but without the same level of maintenance.
- Bright steel single gauge and single butted are available (for painting) in certain diameters (see page 19).
- Single and double butted spokes are only produced in stainless steel and can only be supplied polished.
- Bulldog spokes are made from a high tensile stainless steel developed for the Motocross / Offroad market. The material is very hard wearing and will not stretch with use. Bulldog spokes can only support bends up to 35 degrees.
- Galvanized spoke sets are usually supplied with zinc plated steel nipples.
- Stainless steel spoke sets are supplied with nickel plated brass nipples for Road Bikes or nickel plated steel nipples for Offroad Bikes.
- Bulldog spokes are usually supplied with aluminium nipples. (can be Nickel plated steel).
- Chemically dipped black spokes (single gauge or single butted). In Satin finish.
- Black chromed spokes (single gauge or single butted. In Gloss finish.)
Spokes & Nipples

Most motorcycles have single gauge or single butted spokes fitted as standard, although some early BSA’s feature a combination of both types of spoke. We can also supply double butted spokes. Likewise, some early motorcycles were fitted with only one size of spoke, whereas others featured two, three or sometimes four different sizes.

A ‘Classic Wheel’ is often fitted with four different spokes, but please remember, it’s essential not to assume anything and check thoroughly before ordering.

For example, even though the inner and outer spokes on one side of the hub look the same, it is more than likely they are different in length, angle or bend length, albeit marginally.

Also, if the motorcycle in question is over 50 years old, and sometimes over 100 years old, it is likely the rim, spokes and even the hub are not original and probably replacement parts. Even if you see another motorcycle that is the same make, model and year of manufacture as yours, you should still assume nothing!

It is also worth noting that while many pre-war models were built using galvanised spokes, the majority of replacement spokes we supply for rebuild are now made from stainless steel.

Spoke gauges are as follows:

<table>
<thead>
<tr>
<th>Gauge</th>
<th>Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>2.60mm (0.104&quot;)</td>
</tr>
<tr>
<td>10</td>
<td>3.20mm (0.124&quot;)</td>
</tr>
<tr>
<td>9</td>
<td>3.60mm (0.142&quot;)</td>
</tr>
<tr>
<td>8</td>
<td>4.00mm (0.156&quot;)</td>
</tr>
<tr>
<td>7</td>
<td>4.30mm (0.171&quot;)</td>
</tr>
<tr>
<td>6</td>
<td>4.87mm (0.192&quot;)</td>
</tr>
<tr>
<td>5</td>
<td>5.15mm (0.203&quot;)</td>
</tr>
<tr>
<td>4</td>
<td>5.70mm (0.224&quot;)</td>
</tr>
</tbody>
</table>

We do not stock 14 gauge, 13 gauge or 11 gauge spokes.

Metric gauge sizes available on bulk orders - 3.00mm, 3.50mm, 4.50mm.

Nipple sizes are as follows:

<table>
<thead>
<tr>
<th>Barrel Diameter</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>5.08mm (0.200&quot;)</td>
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</tr>
<tr>
<td>5.75mm (0.225&quot;)</td>
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<tr>
<td>6.40mm (0.250&quot;)</td>
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</tr>
<tr>
<td>7.00mm (0.275&quot;)</td>
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<td>7.60mm (0.300&quot;)</td>
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<tr>
<td>8.70mm (0.350&quot;)</td>
<td></td>
</tr>
</tbody>
</table>
Spokes & Nipples Stock

Listed below are the standard sizes of spokes we carry in stock:

**Spokes**

**Galvanised single gauge**
8g, 9g, 10g and 12g

**Stainless steel single gauge (polished or unpolished)**
6g, 7g, 8g, 9g, 10g (and 12g only unpolished)

**Stainless steel single butted (polished only)**
5/7g, 6/7g, 6/8g, 7/8g, 7/9g, 8/9g, 8/10g, 9/10g, and 10/12g

**Bright steel single butted**
(for chrome plating or painting/powder coating)
5/7g, 6/8g, 6/7g, 7/8g, 7/9g

**Bright steel single gauge**
(for chrome plating or painting/powder coating)
6g and 7g

**Stainless steel double butted (polished only)**
8/9/8g, 8/10/8g, 9/10/9g, 9/12/9g, 10/12/10g

Made only to order

**Nipples**

The nipples we supply are made from either brass, steel or aluminium, each with different surface finishes, depending on the material the nipple is made from:

- Nipples for galvanised spokes are made from steel and are bright zinc plated (nickel plated available on request).
- Nipples for stainless steel spokes are made from brass and are nickel plated.
- Nipples made from aluminium are available for use with Bulldog Spokes (Trials, Scramble, Motocross and Enduro Bikes). A variety of anodised colours are available.
- We do carry some sizes of unplated nipples in stock (brass and steel).
- Stainless steel (imperial gauge) nipples also available (please enquire).
**Bike Care**

**Luster Lace**

Luster Lace polishing strips are especially designed to work on spokes, rods, front forks, exhaust or any other round or tubular objects. The polish is in the strip.

Owing to the enormous polishing power on the surface and the 360° mode of operation you don’t miss a spot and save up to 70% of work time.

**SM Pro Platinum Rinse**

Hi-performance wheel wash, incorporating a specially chosen blend of fully biodegradable surfactants designed to rapidly clean every part of your machine, provides a powerful penetrating action which releases the correct amount of active cleaning power to ensure perfect results every time from mud covered bikes by removing ingrained dirt, mud, grime, sand and clay etc. with the minimum of effort leaving a streak and smear free shiny finish.

**Rim Wax**

Where expense is secondary to results, Rim Wax is a unique bike detailing product, manufactured from the highest quality raw materials and producing the finest waxed paint finish ever seen. Comprising a colourful range of interior and exterior products, Rim Wax is aimed specifically at those with a passion for a clean bike.

Rim Wax is 100% pure carnuba-based wax and polish, enhanced by non-stick protection and formulated using Rim Wax’s proprietary blend of fluorocarbon polymer resins. This gives Rim Wax its characteristic wet looking, long lasting depth of shine along with UV (40) protection to reduce fading, oxidation and paint cracking.

When visiting Central Wheel Components, please make a point of visiting our Sister Companies Wheelhouse Tyres and Bikers World located just 3/4 mile from us.
Coach Lined & Infilled (Painted) Rims

From the 1930’s right up to the 1960’s there have been numerous British Motorcycle manufacturers who have produced motorcycles featuring Coach lined and infill (painted) wheel rims.

Norton, Vincent, BSA, Triumph, Brough and Douglas to name but a few all offered Coach lined rims as an option.

We can offer this same option, the illustrations on this page show some of the standard colours we offer, albeit we can customise your rims using colours of your choice (subject to price and availability)

Our inhouse Coach lining service is only available on newly supplied rims from ourselves and consists of the following processes;

Masking and Bead blasting of the Central portion of the rim (to ensure a well keyed surface finish for the paint to adhere to) Infill painting to a colour of your choice. Masking then Coachlining your rims with Parallel tram lines either side of the infill colour.

This process can be applied to either CWC British Chrome rims or indeed to Stainless steel rims and can add upto a week to the wheel build time frame.

We supply all the Coach lined rims to the National Motorcycle Museum and to the Sammy Miller Museum.
Shot Blasting & Powder Coating

Central Wheel Components now offer a full in-house powder coating service for motorcycle parts and car wheels. For prices on all items listed, see [www.central-wheel.co.uk](http://www.central-wheel.co.uk), and for any item not listed please enquire by email to: info@central-wheel.co.uk

Prior to blasting and powder coating, all parts will be masked to protect specific areas. The key to a quality job is in the preparation, so if there is any area on a component you wish to be protected, please specify this when you order.

Where possible, please dismantle parts before sending them to us and keep any parts not being powder coated in your possession to avoid the possibility of them being misplaced. If using a carrier, please ensure parts are packed appropriately and are free of heavy grease and oil. Remove all bearings from hubs prior to sending.

Hubs
Rims
Brake Plate / Drum
Frame / Swinging Arm
Complete Spoked Wheels
Complete Cast Wheels
Steel Car / Van Wheels
Alloy Car Wheels
Brake Levers
Forks
Handle Bars
Mudguards
Foot Rests
Seat Base
Yokes
Side Panel / Toolbox

We also offer a Coachlining Service for all our Chrome and Stainless Rims and wheel builds.

Please note:
We do not Powder Coat petrol tanks.
Enquiry Form

Please Photocopy

Please complete this form as thoroughly as possible to help us ensure you receive exactly what you require without delay.

If unsure, fill in what you can and we will contact you if further details are required, alternatively telephone +44 (0)1675 462264 and we will help you complete this form.

Personal Details

Name ...........................................................................................................................................................

Address ......................................................................................................................................................

Delivery Address (if different from home address)

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Home Phone No. ......................................................................................................................................

Mobile Phone No. ......................................................................................................................................

Email address ...........................................................................................................................................

Bike Details

Make ......................................................................................................................................................

Model ....................................................................................................................................................

Year ......................................................................................................................................................

Hub Type: (eg: Full Width, Conical, Single Sided, etc) ..............................................................................

Central Wheel Components 8 & 9 Station Road, Coleshill, Birmingham, B46 1HT, United Kingdom

+44 (0)1675 462264

+44 (0)1675 466412

info@central-wheel.co.uk

www.central-wheel.co.uk

PLEASE NOTE: We will contact you for payment details once we have received your order.

Payment methods: Paypal, Cheque, Credit / Debit Cards, Bank Transfer. (Paypal and Credit Cards may incur an additional fee.)

Central Wheel Components Bank Account

Branch: Lloyds Bank PLC (Bromsgrove)

Sort Code: 30-63-94

Account No: 34959968

BIC: LOYDGB21658

IBAN: GB10 LOYD 3063 9434 9599 68
### Rims

<table>
<thead>
<tr>
<th>Qty</th>
<th>Size</th>
<th>Rim Type / Material</th>
<th>Drilled to fit Hub Size</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>(eg. 19 x 1.85 40)</td>
<td>(eg. Non Valanced Alloy)</td>
<td>(eg. 150mm equal sided hub 75mm wide)</td>
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### Spokes

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<tr>
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<td>(eg. Gauge/Length/Angle/Neck Length)</td>
<td>(eg. Polished Stainless)</td>
<td>(eg. 0.300” / 8.00mm)</td>
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### Tyres

<table>
<thead>
<tr>
<th>Qty</th>
<th>Description</th>
<th>Size</th>
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</table>

### Accessories

*Don’t forget your cleaning products to keep your new wheels in perfect condition*

<table>
<thead>
<tr>
<th>Qty</th>
<th>Description</th>
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</table>
Wheelhouse Tyres

Established in 1997, as a result of continued growth in Central Wheel’s tyre business, Wheelhouse Tyres is today one of the UK’s leading motorcycle tyre outlets.

From the outset, Wheelhouse Tyres has employed some of the most experienced staff in the tyre industry, rapidly gaining a reputation for providing sound advice and top class workmanship at very competitive rates.

As specialists in Classic tyres, Wheelhouse supplies all Avon and Dunlop’s most popular sizes, along with excellent quality alternatives from Cheng Shin, Mitas, Pirelli, Metzeler, Michelin and Continental. Tyre availability for some of the older bikes is becoming increasingly difficult as manufacturers cease production of slow moving sizes. So, before having wheels rebuilt, we suggest you confirm the size and type of tyre you require is still available.

Wheelhouse Tyres are able to supply almost any tyre in current production - and sometimes those that aren’t - so a quick phone call will often save you time and money. (0121 748 0000).

As well as expertise in Classic tyres Wheelhouse Tyres also have vast knowledge of Race, Sport, Touring, Commuter, Adventure, Motocross, Enduro and Scooter tyres, and carry large stocks of all the leading manufacturers. From the smallest scooter to the largest cruiser, Wheelhouse Tyres fit them all!

A speedy ‘ride in-ride out’ service operates on a while-you-wait basis, 6 days a week without appointment, with loose wheel tyre fitting also available on the same basis. When you have wheels rebuilt by Central Wheel and purchase new tyres from Wheelhouse Tyres, free fitting is also included.

Wheelhouse Tyres also stock a large range of tyre consumables, including top quality Continental, Michelin and Avon inner tubes, rim tapes, security clamps and those often hard to find lead spoke weights. They also supply levers, lubes and rim protectors for those who prefer to fit their own tyres.

A fully equipped workshop offers M.O.T’s and servicing, and offer a wide stock of popular consumables, such as brake pads and chain and sprockets. Along with factory approved Hiflow filters, Putoline Oil supplies a large range of motorcycle specific oil for all applications.
Tyre to Rim Fitment Chart

Wheelhouse Tyres prides itself on stocking a comprehensive range of tyres from all leading manufacturers. These can be sold on a 'supply only' basis or you can utilise our expert fitting service. Related materials such as tubes and rim tapes are also available.

Overleaf is a comprehensive chart supplied by one of the tyre manufacturers detailing the suitable tyre size to the corresponding rim.

The recommended tyre size is indicated in bold print.

(Whilst the bold highlighted size is the recommended fitment, it is common for the maximum size possible to be used.)

Wheelhouse Tyres have a dedicated tyre website www.wheelhousetyres.co.uk where you can browse all the latest product offers along with pictures of tread patterns and technical details for each tyre.

Wheelhouse Tyres operate a speedy mail order service which is available via our website or by calling us on the tyre hotline +44 (0)121 748 0000, or emailing info@wheelhousetyres.co.uk
### Code Designated and Low Section Series - Diagonal

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### ‘50’ and ‘55’ Metric Series - Radial, Diagonal and Bias-Belted

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### ‘60’, ‘65’ and ‘70’ Metric Series - Radial, Diagonal and Bias-Belted (4)

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### ‘80’, ‘90’ and ‘100’ Metric Series - Radial, Diagonal and Bias-Belted (3)

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### Tyre Size Markings

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<th>Old Imperial</th>
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</table>
We stock a huge range of Classic Jackets / Trousers
Helmets and Gloves + Classic Parts for your Suzuki Motorcycle

**Mens SR6 Vintage**
- Traditional 5 pocket design.
- Leather belt patch with embroidered Bull-it logo.
- Covec sew in label in rear right hand pocket.
- Brushed metal matt finish button and front pocket rivets.
- Side and rear seam construction triple stitched.
- Genuine YKK locking front zipper.
- Inside waistband layer with Bull-it branded printing.
- Covec thermal barrier inside – prevents heat transfer from road friction.
- 50% internal cover of Covec impact abrasion prevention layer.
- Knee & Hip armour pockets for optional CE 1621 approved protectors.
- Water repellent finish.

**RICHA Bonneville Jacket**
Richa Bonneville Textile Jacket - Black
The Bonneville combines the vintage motorcycle look with all the modern features and comfort you may expect in the 21st century. The waxed cotton look creates a fabulous retro atmosphere around this 4-seasonal jacket. The reinforced outer shell in original Millerain fabric also has a high level of abrasion resistance.

**NOT RETRO. ORIGINAL.**
Throwbacks and retro lids are nice, but nothing beats an original. Back in 1954 Bell founder Roy Richter formed his first helmet out of fiberglass and named it the “500.” Bell’s Custom 500 pays homage to Richter’s original design while adding modern protective technology to bring the design up-to-date.

**A MODERN CLASSIC**
Inspired by the very first Bell Star helmet, the Bullitt is a modern take on the original. Featuring an exceptional fit and ultra-high quality details, the Bullitt is the perfect helmet for riders looking for a vintage look with full-face protection.

**Birmingham Store:**
Lichfield Road (A446), Coleshill, Birmingham. B46 1NU
- Phone: 0121 747 1284

**Daventry Store:**
2 Browns Road, Daventry, Northamptonshire. NN11 4NS
- Phone: 01327 312 724

**Bull-it jeans**
We offer a 5% discount to Owners Club Members with a valid Membership Number.
• Indian Riders Motorcycle Club  
  Membership enquiries: 01883 382495 or clubsecretary@indianriders.co.uk

• Irish Classic Racing Association (ICRA)  
  Membership enquiries:  
  Lynn Conroy - 38a Ballynichol Road, Comber, Co Down BT23 5NW  
  0289 187 8217 or Pat Kearney - 25 The Crescent, Millmount Abbey, Drogheda, Co Louth, Republic of Ireland 0035341 9837651

• Italian Motorcycle Owners’ Club GB  
  Membership enquiries:  
  Phil Cody - 4 Heys Farm Cottages, Heys Lane, Romley, Stockport SK6 4NS  
  lmond.uk.2015@yahoo.co.uk

• Jawa CZ Owners’ Club  
  Membership enquiries:  
  Tony Thain - ‘The Old Dairy, Achnaha, Kilchoan, Acharacle, Argyll PH36 4LW  
  www.jawaczownersclub.co.uk

• JMV Motorcycle Club  
  Membership enquiries:  
  Geoff Price - 01425 270418 or elmab@btinternet.com

• Jemco Motorcyclists  
  Membership enquiries:  
  Jennet Chisholm - 01425 277344  
  membership@motoguzziclub.co.uk or  
  www.motoguzziclub.co.uk

• JMV Motorcycle Club  
  Membership enquiries:  
  Jennet Chisholm - 01425 277344  
  membership@motoguzziclub.co.uk or  
  www.motoguzziclub.co.uk

• KTM Owners’ Club GB  
  Membership enquiries:  
  Jennet Chisholm - 01425 277344  
  membership@motoguzziclub.co.uk or  
  www.motoguzziclub.co.uk

• KTM Owners’ Club GB  
  Membership enquiries:  
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  membership@motoguzziclub.co.uk or  
  www.motoguzziclub.co.uk

• Kawasaki Owners’ Club GB  
  Membership enquiries:  
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  membership@motoguzziclub.co.uk or  
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• Kawasaki Owners’ Club GB  
  Membership enquiries:  
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  membership@motoguzziclub.co.uk or  
  www.motoguzziclub.co.uk

• MZ Riders’ Club  
  Membership enquiries:  
  MZ Riders’ Club, 181 Devizes Road, Hilperton, Trowbridge, Wiltshire  
  BA14 7QS

• National Autocycle and Cyclemotor Club  
  Membership enquiries:  
  Bob Jeffcoat - 72 Glennthorne Drive, Cheslyn Hay, Walsall WS6 7DD  
  07876 338759

• New Imperial Owners’ Association  
  Membership enquiries:  
  Mrs Jane E Jarvis - Smithy Cottage, Arddlin, Llanymynech, Montgomeryshire SY22 6RX  
  01938 590744 or  
  info@new-imperial.co.uk

• Norman Motorcycle & Cycles Clubs  
  Membership enquiries:  
  Tony Gutteridge - 01634 389771 or tonygutteridge@blueyonder.co.uk

• North Cotswold VMCC  
  Membership enquiries:  
  ncvmcc@gmail.com or  
  www.northcotswoldvmcc.com

• North Devon British Motorcycle Owners’ Club  
  Membership and rideout enquiries:  
  Yvonne Coleman - Bassett Lodge, Pollards Hill, Torrington, N Devon EX38 8JA  
  01805 622049

• North East Motor Cycle Racing Club  
  Membership enquiries:  
  Donna Davison - 7 Goschen Street, Blyth, Northumberland NE24 1NJ  
  01670 362267 or rsmencrcl@gmail.com

• Norton Owners’ Club  
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  Joan Catton - 01296 481770

• NSU Owners’ Club  
  Membership enquiries:  
  Rosie Canning - nsuoc@btinternet.com

• Panther Owners’ Club  
  Membership enquiries:  
  Gunnar Schroder - Romboland, 10, S-680 50 Eksharad, Sweden  
  gunnar.schroder@yahoo.se  
  UK postage to Gunnar up to 20g, 68p

• Plymouth British & Classic Cycle Club  
  Membership enquiries:  
  Nick Medlin - 07967 777637 or nickvhsg@iol.com

• Poynton Motorcycle Club  
  Membership enquiries:  
  Ian Robins - ianrobin@live.co.uk or  
  www.poyntonmotorcycleclub.co.uk

• Raleigh Safety Seven & Early Reliant Owners’ Club  
  Covers all Raleigh motorcycles, mopeds and three-wheelers along with Reliants from 1935 to 1973 Regal models.  
  Membership enquiries:  
  Mick Sleap - 17 Courtland Avenue, Chingford, London E4 6DU  
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• Royal Enfield Owners’ Club  
  Membership enquiries:  
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  membershipsecretary@royalenfield.org.uk

• Rudge Enthusiasts’ Club Ltd  
  Membership enquiries:  
  www.rudge.co.uk

• Scarisbrick & District Armada Motor Cycle Club  
  Membership enquiries:  
  John Makinson - 46 Martin Lane, Burscough, Lancashire L40 ORT  
  07710 607835 or john@sdarmada.co.uk

• Scott Owners’ Club  
  Membership enquiries:  
  Richard Tann - 88 Deacons Hill Road, Elstree, Hertfordshire WD6 3JQ  
  020 8953 5732 - leave a message or  
  richardtann@btinternet.com

• Scottish Classic Racing Motorcycle Club  
  Membership enquiries:  
  Agnes Cadger - 01294 833320 or agnescadger@tiscali.co.uk

• South Wales Sunbeam Motorcycle Club  
  Membership enquiries:  
  Liz Hague - 01226 790725 or liz@talk21.com

• Sunbeam Motor Cycle Club  
  (for ALL makes up to 1939)  
  Membership enquiries:  
  Brian Empsell - 19 Swinfen Broun Road, Lichfield WS13 7AP  
  01543 264968 or  
  smccmembershipectary@btinternet.com

• Sussex British Motorcycle Owners’ Club  
  Membership enquiries:  
  George Short - 07900 465517 or  
  dgshort@hotmail.co.uk  
  Visit any Monday evening at Clymping village hall, on A259 nr Littlehampton,  
  W Sussex BN17 5RU from 7.30pm
• Suzuki Owners’ Club
Membership enquiries:
Suzuki Owners' Club, Suite 240,
Divo House, 29 Belmont Road,
Uxbridge UB8 1QS

• Tamworth and District Classic Motorcycle Club
Membership enquiries:
Bob Salmon - 01827 61608 or
www.tanddcmcc.co.uk

• Taunton Classic Motorcycle Club
A membership application form can be downloaded at
tauntonclassicmcc.weebly.com

• Teesside Yesteryear Motor Club
Membership enquiries:
Bernard - 01642 327243 or
membership@tymc.org.uk

• The BMW Club UK and Ireland
Membership enquiries:
Call freephone 0800 085 4045 or visit
www.bmwclub.org.uk

• The British Two-Stroke Club Ltd
Membership enquiries:
Robert Hill, 8 Pagham Gardens,
Hayling Island, Hampshire PO11 9SS
robertbstc@live.co.uk

• The Classic 50 Racing Club
Membership enquiries:
www.classic50ccracingclub.co.uk

• The Girder Fork & Classic Motorcycle Club
Membership enquiries:
Bert Peace, 7 Meadow Lea,
Sutton-in-Craven, Keighley,
West Yorkshire BD20 8BY
01535 633587 or email Brian Sanderson
at briansanderson@talktalk.net

• The Kettle Club (Suzuki GT750 owners)
Membership enquiries:
kettlemembership@hotmail.co.uk

• The LC Club
Membership enquiries:
Lawrence Catchpole - www.lcclub.co.uk

• The London Douglas Motorcycle Club
(The international club for Douglas enthusiasts),
Membership enquiries:
Reg Holmes - 48 Standish Avenue,
Stoke Lodge, Patchway,
Bristol BS34 6AG
www.douglasmcc.co.uk

• The Morgan Three Wheeler Club
Membership enquiries:
Eric Bayley - 01637 872618 or
www.mtwc.co.uk

• The Morini Riders’ Club
Membership enquiries:
Les Madge - 01647 24523 or
membership@morini-riders-club.com

• The Motor Cycling Club
Membership enquiries:
John Childs - 57 Ash Grove,
Wheathamstead, St Albans,
Hertfordshire AL4 8DF
www.themotorcyclingclub.org.uk

• The Trident & Rocket 3 Owners’ Club
Membership enquiries:
membership@t3oc.co.uk or
www.tr3oc.co.uk

• Three Percenters Clean and Sober Bike Club
Membership enquiries:
Marty -
membership@threepercentersmcc.org
or www.threepercentersmcc.org

• Triton Owners’ Club
Membership enquiries:
annefairview@btinternet.com or
www.triton-owners-club.co.uk

• Triumph Owners’ Motor Cycle Club
Membership enquiries:
Laurence Mee - 6 Bramley Walk, Horley,
Surrey RH6 9GB
membership@tomcc.org

• Triumph Terrier and Tiger Cub Club
All enthusiasts for the marque welcome whether they have a bike or not.
Membership enquiries:
Mike Powell - Reynards, Back Lane,
Worthen, nr Shrewsbury SY5 9HN
01743 891889 or
mike@tigercubs.plus.com

• Velocette Owners’ Club
Membership enquiries:
Jeff Whitworth - 20 Woodside Way,
Aldridge, West Midlands WS9 0HY
01922 453659 or jbdoublu@yahoo.co.uk

• Vincent HRD Owners’ Club
Join online at www.voc.uk.com or call
01322 666455 for info

• Vintage Japanese Motorcycle Club
Membership enquiries:
www.vjmc.com

• Vintage Motor Cycle Club
International club for enthusiasts of all motorcycles over 25 years old.
Membership enquiries:
01283 540557, general@vmcc.net or
www.vmcc.net

• Vintage Motor Scooter Club
For all makes of vintage scooters.
Membership enquiries:
Marge Harrop - 11 Ivanhoe Avenue,
Lowton St Lukes WA32HX
membership@vmsc.co.uk

• Wessex Vehicle Preservation Club, Classic Bike Section
Membership enquiries:
Val Baker - 01202 631094 or download application form from wvpc.org.uk

• West of Scotland Vintage Motorcycle Club
Membership enquiries:
enquiries@wsmcc.co.uk

• Westland Classic Motor Cycle Club
Membership enquiries:
Henry Pinney - 01935 414359 or
www.wcmcc.org.uk

• Z1 Owners’ Club
Membership enquiries:
Jerry Humpage - 18 Pear Tree Road,
Great Barr, Birmingham B43 6HY
0121 357 8849, 07818 450432 or
jhumpage@fta.co.uk

• Waterlooville Motorcycle Club
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Online: www.thenmm.co.uk
Email: friends@thenmm.co.uk
Coventry Road, Bickenhill, Solihull, West Midlands B92 0EJ

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Glossary

EG - Example
DP - Dimple Pattern
OEM - Original Equipment Manufacture
Bright Steel - Unplated steel
Stainless Steel - Non ferrous steel
Unplated Steel - Ferrous steel
Galvanised - Grey coloured zinc based surface treatment
Sand Blasted - Light abrasive cleaning process
Powder Coated - 180˚C Electro charge paint process
Lacing - Spoke fitting
Polishing - High speed mop applied cleaning
Chroming - Surface treatment (mirror finish)
Anodised - Aluminium surface colour treatment
Tensioning - Tightening of spokes
Truing - Centering and tightening of wheel assembly
Offset - Distance from edge of hub (disc side) to edge of rim
Radial Movement - Up and Down Movement
Axial Movement - Side to Side Movement
Dimpling - Cup pattern for spoke holes to be drilled into (1x1, 2x1, 3x1) etc.
Duplex Nickel and Chrome Plated - Surface treatment of rim
Valanced / Flanged - Shoulder running around edge
Non-Valanced - No shoulder
Single Butted - A spoke that has 2 diameters (eg. 8g/10g = 4mm at head and 3.2mm for the neck)
Double Butted - A spoke that has the same diameter at both head and nipple end but has a reduced centre diameter (eg. 8g/10g/8g = 4mm/3.2mm/4mm)
Single Diameter / Gauge - Diameter of spoke is consistent throughout its length
Gauge - Diameter of spoke

Rim Sizes - see page 12

| WM0 - 1.50” | WM1 - 1.60” | WM2 - 1.85” | WM3 - 2.15” | WM4 - 2.50” | WM5 - 3.00” |

Acknowledgements

Photography on page 4 courtesy of The National Motorcycle Museum.
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+44 (0)1675 466412
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