

SECTION G.

WHEELS/TYRES.

<u>Section</u>	<u>Description</u>	<u>Page No.</u>
G.1.	Tyres	Page 2.
G.2.	Alloy Wheels	Page 2.

G.1. - TYRES

It is recommended that the complete assemblies of wheels and tyres are balanced at intervals of every 5,000 miles (8,000 km.)

Maintain the tyres at the correct pressures. Under inflation will cause excessive wear and rapid deterioration of the tyre walls, whilst over inflation will have a detrimental effect on the handling characteristics. Pressures should be checked at least once a week.

Because of their light, precise steering, these cars are highly sensitive to tyre radial run-out and concentricity. If trouble is experienced with replacement tyres, reference should be made to the tyre manufacturer concerned.

When inadvertently running on reduced tyre pressures, the tyre could be suddenly deflated by hard cornering, as the wheel safety ledge is slightly tapered.

The Lotus Europa Twin Cam is equipped with Dunlop 'SP Sport' radial tyres having inner tubes. Note that when tyres are replaced and inner tubes are fitted, it is **ESSENTIAL** that the tubes are of the **CORRECT TYPE** for **RADIAL PLY TYRES**.

It is pointed out, however, that when using the recommended pressures (see **TECHNICAL DATA**) there is no danger whatever in using tubeless tyres without tubes.

It is recommended that all pressures, including the spare, be checked at intervals of every 1,000 miles (1,600 km.).

G.2. - ALLOY WHEELS.

With this option, larger section tyres are fitted to the rear wheels. The spare is fitted with a small section (front) tyre. **NOTE** that:

1. Under **NO CIRCUMSTANCES** must a rear tyre be fitted at the front of the car.
2. A front wheel and tyre assembly **MAY BE USED** as a 'get you to the nearest garage' **EMERGENCY SPARE**, **PROVIDED** that the pressure is adjusted for the rear position and **LESS THAN** moderate speeds and cornering loads are employed, i.e. **NO MORE THAN HALF THE CAR'S POTENTIAL, RELATIVE TO THE PERTAINING ROAD CONDITIONS.**
3. It is **IMPORTANT** that any balance weights are hard up against the corner radius of the wide part of the inside of the wheel (see Fig. 1.)

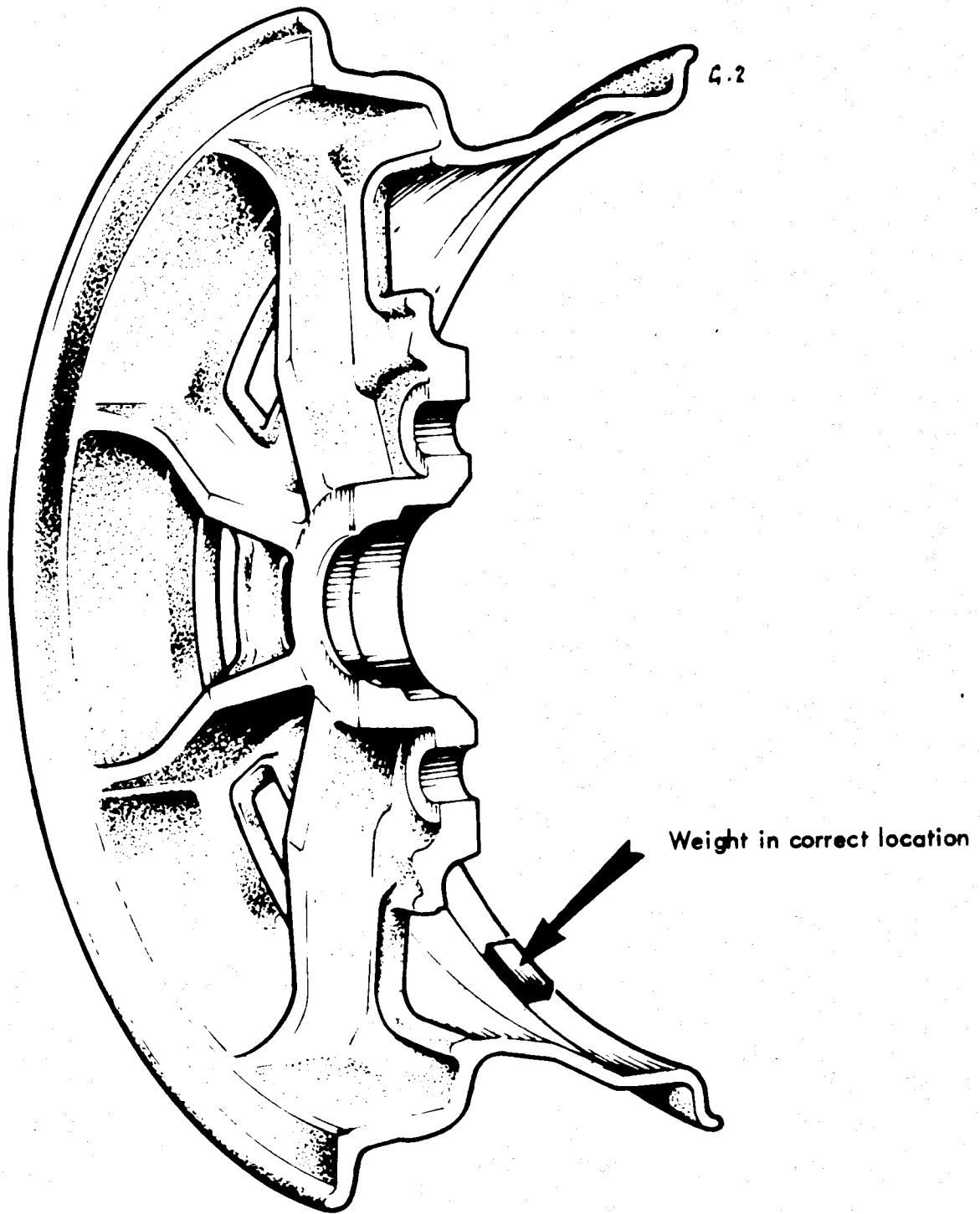


Fig. 1. ALLOY WHEEL SHOWING CORRECT LOCATION OF BALANCE WEIGHTS.