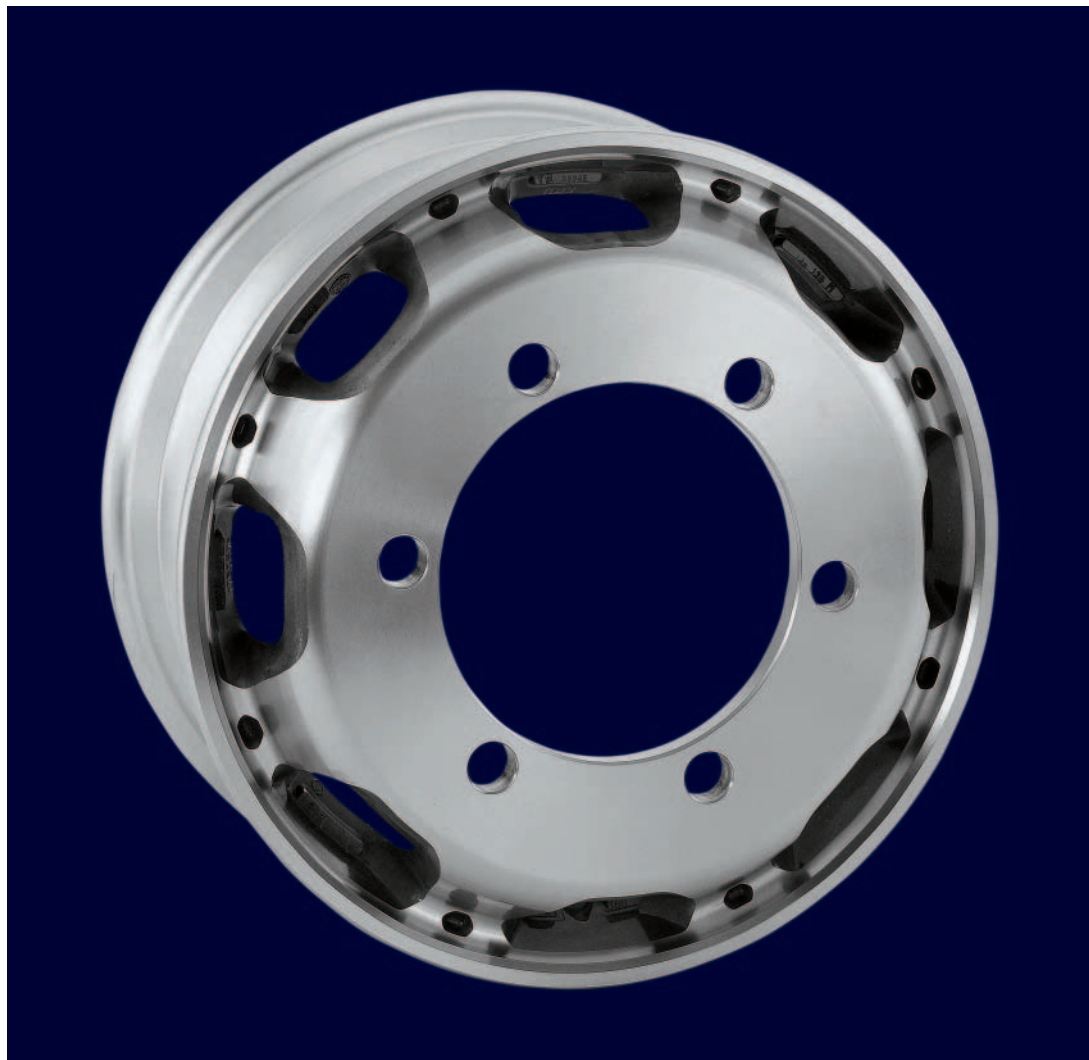




Light alloy wheels for commercial vehicles and buses

17.5 x 6.75
6 bolt holes

17.5 x 6.75
10 bolt holes



| WHEEL CODE | RIM DIMENSION | AVERAGE WEIGHT (KG) | MAX. LOAD CAPACITY (KG) | ET (mm) | CENTRAL BORE Ø (mm) | PCD Ø (mm) | NO. OF BOLT HOLES | Ø BOLT HOLES (mm) | FLANGE THICKNESS (mm) |
|----------------|---------------|---------------------|-------------------------|---------|---------------------|------------|-------------------|-------------------|-----------------------|
| SL 894 | 17.5x6.75 | 13 | 2120 (S)* 2000 (T)* | 125 | 202 | 245 | 6 | 21 (A) 26 (B) | 18 |
| SL 1207 | 17.5x6.75 | 15 | 2725 (S)* 2575 (T)* | 125 | 176 | 225 | 10 | 26 | 21.5 |

* (S)= single mounting; (T)= twin mounting

Wheels for tubeless tyres with "M" type fitting according to ISO standard 4107
The wheels are available with diamond finish and anti-corrosion protection (D) or painted (V)

Speedline



SL 894 / SL 1207: Fitting and maintenance instructions

ABE - TÜV:
SL 1207: KBA 43939

RECOMMENDED TYRES:

SL 894: 205/75 R 17.5, 215/75 R 17.5, 225/75 R 17.5, 235/75 R 17.5, 8.5 R 17.5, 9 R 17.5, 9.5 R 17.5, 10 R 17.5
SL 1207: 205/65 R 17.5, 205/75 R 17.5, 215/75 R 17.5, 225/70 R 17.5, 225/75 R 17.5, 235/75 R 17.5, 245/70 R 17.5, 245/75 R 17.5, 8 R 17.5, 8.5 R 17.5, 9.5 R 17.5, 10 R 17.5

RECOMMENDED VALVE SETTING TORQUE (Speedline code 18.190.010, NICKEL-PLATED): 9-14 Nm

MAX PRESSURE: SL 894 7.5 BAR, **SL 1207** 9 BAR (or according to the tyre manufacturer's indication, when lower)

BALANCING OF WHEEL/TYRE-UNIT: use only self adhesive counterweights

RECOMMENDED NUT TORQUE: SL 894 (M18 x 1.5): 400 Nm; **SL 1207** (M22 x 1.5): 600 Nm

TYPE "A" FITTING

Speedline wheels are designed to be mounted on the vehicle hubs using type "M" fitting (see diagram 1) according to the ISO 4107 standard which requires the wheel to be centered on the hub and fixed with a nut that has a plain revolving washer. Since the flange of an alloy wheel is thicker than that of a steel wheel, one needs to check if the vehicle can be fitted with SL 894 / SL 1207 alloy wheels. It must have:

1. Adequate hub centering of at least 8 mm for single mounting and 26 mm for twin mounting.
2. The length of stud bolts from the hub surface equal to total thickness of nut and flange - 2 flanges in dual configuration - according to the DIN 74361 standard, part. 3.

TYPE "B" FITTING (ONLY FOR SL 894)

In case the hub is not designed to be fitted with alloy wheels and one does not want to replace stud bolts, Speedline proposes an alternative solution (see diagram 2):

1. Special nuts with threaded extension (M18 x 1.5).
 2. Wheels with larger fixing holes (B= Ø 26 mm, for special nuts M18 x 1.5).
- This extension is inserted into the fixing hole thus enabling precise centring and wheel fixing.

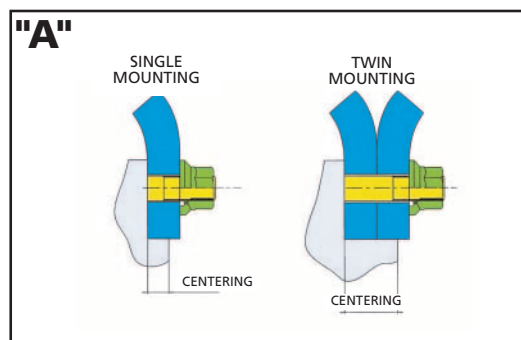


DIAGRAM 1

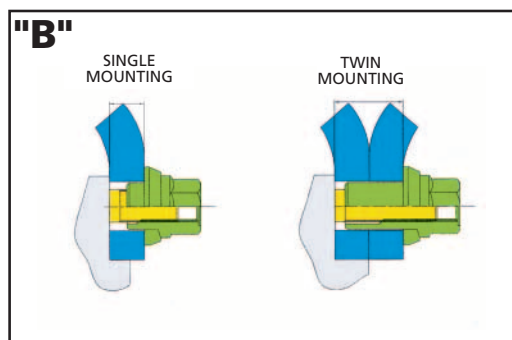


DIAGRAM 1

TYPE "B" FITTING:

Verify that the nuts have an adequate number of engaging threads to tighten the stud: 12 for M18 x 1.5 (ca. 18 mm).

STANDARD MAINTENANCE

In order to safeguard the quality of painting, it is necessary to eliminate deposits of grime, especially substances that, with time, could cause superficial corrosion (e.g. salt, highly alkaline substances, brakedust). With regard to this, we recommend that you first remove the "heaviest" grime with a hose or pressure washer, making sure that the wheel is not overheated before being washed and that the water temperature is not over 50°C (if a pressure washer is used, always keep moving the jets). When the heaviest grime is removed, wipe the wheels with a soft sponge or cloth and use an appropriate detergent (must be a non-abrasive and low alkaline cleaner); use the recommended quantities and after cleaning, immediately rinse the wheel with fresh water. Never use organic solvents as they may badly damage the finish. Avoid polishing.

CAUTION

For tyre and wheel fitting do not use lubricants that contains water, copper and/or hydrocarbon. Avoid using rusty nuts and studs.

When tyres are replaced, we recommend to observe the following instructions: 1. clean the valve seat, 2. replace the valve with a brand new, original Speedline one, 3. check the torque value required for the valve nut. The observation of this procedure will assure you a correct elasticity of the rubber seal over the time, averting pressure leak when in service.

It is absolutely not allowed to weld Speedline alloy wheels.

Speedline declines all responsibility for any printing errors.

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