

Front tire assembly tutorial for the RTRC sidewall kit

The aim of this tutorial is to provide the necessary technical advice for the optimal use of the RIMs and the RTRC sidewall kit.

Everything written in this tutorial comes from my own experience, there are many other techniques but this one is in my opinion the most effective and repeatable.

Tolls Required

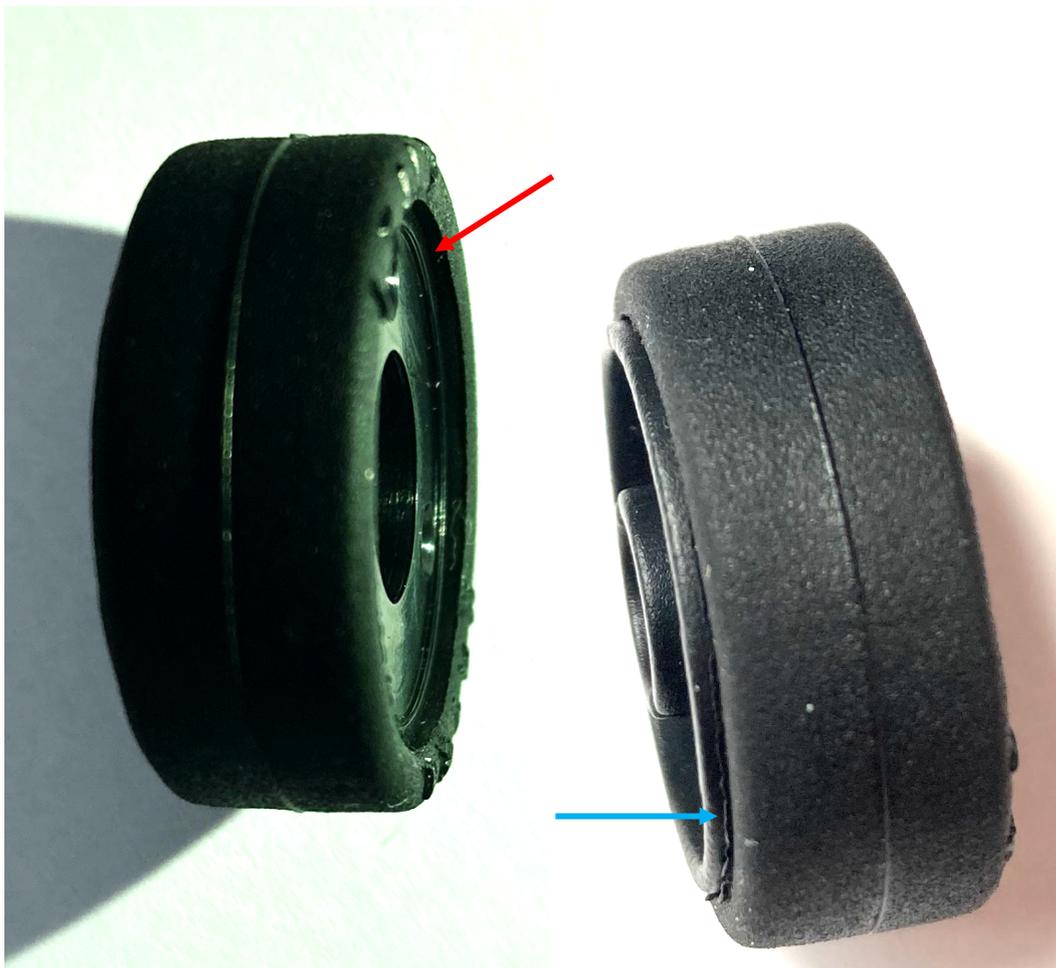
- - Glue : Loctite 406 works perfectly to stick tires to the rim
- - CA Glue Activator (not indispensable but very useful to save a lot of time)
- - Tires of your choice
- - One pair of front RTRC rims (RT038, RT039, RT040)
- - The RTRC Sidewall Kit in correspondence of the diameter of RTRC rims you choose (RT036, RT037)



Step N°1 :

Insert the tire on the rim and let it stand out on the outside of the rim by about 1mm (see red arrow). Insert glue between the rim and the tire, by stretching the tire, without moving them. Be careful not to put glue on the outer surface of the rim, this could change the positioning of the sidewall afterwards. Once the tire is glued, you can use the activator to quickly move to step 2.

By shifting the tire in this way, most mini-z tires will not cover the full width of the rim (see blue arrow). If this is the case, I advise you to cut or sand this part of the rim when passing the wheel to the truer.



Step N°2 :

Once the tire is glued and the glue is dry, we will put it on a tire truer in order to cut it to the right diameter. I advise you to cut it to a diameter calculated according to this formula:

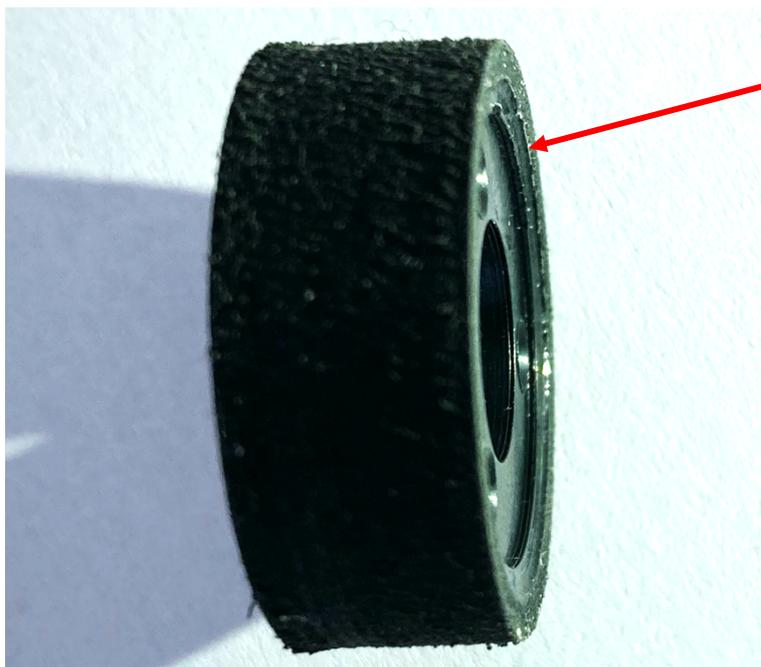
For normal traction track : Tires diameter = Sidewall Diameter + 0.2 mm

For big traction track : Tires diameter = Sidewall Diameter

For example, if I have normal traction track and I want to use the N°1 sidewall of the D20 sidewall kit which is 23.5mm in diameter, I'll cut my tire to 23.7mm. When you go to roll, the tire will wear out, smooth and lose grip. If you feel that you no longer have enough front grip, you can then switch to sidewall N°2 which will be 23.3mm in diameter. And so on until the tire wears out completely.

Once the tire is cut to the right diameter, you can use sanding paper with a grain between 150 and 250 to make an angle on the outside of the tire. The goal is to have a 90-degree angle between the external of the tires and the tire's flange.

During this step, you will remove the part of the tire that you have allowed to come out from the rim during glue process. Be careful not to completely remove the 1mm you left at the start, I advise you to keep about 0.2mm protruding from the rim (see picture below). This small part of the tire will allow the sidewall to lean on the tire and thus create continuous contact between the tire and the flange. This step is essential for a constant grip of the tire.



Step N°3 :

All you have to do is screw (4 or 6 mm countersunk head screws) the sidewall on the rim and make sure it leans continuously on the side of the tire. Your finished tire with the mounted sidewall should look the same as in the photo below:



It is possible that a burr of the injection point remains on the inside of the sidewall. This can compromise the proper functioning of the part since it will not be continuously supported on the sidewall of the tire.

To avoid any risk, I advise you to cut this injection point with a scalpel or a dremel as in the photo below:

