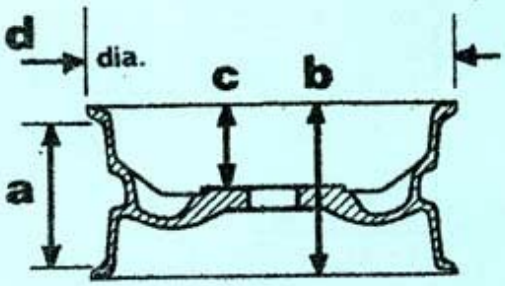
MINILITE

racing

CAT.NO.	TYPE	a	b	c	d
2/D174	10 RC	4½	5¼	4.00	11.07
2/D219	10 RC	5½	6¼	4.31	11.07
2/D343	10 RC	6	6¾	4.41	11.07
2/D345	10 RCC	5½	6¼	3.94	11.07
2/D357	12 RC	4½	5¼	3.00	13.07
2/D358	12 RC	5	5¾	3.50	13.07
2/D312	12 RC	6	6¾	4.50	13.07
2/D318	13 RC	6	6¾	3.75	14.03
2/D314	13 RC	6½	7¼	3.50	14.03
2/D315	13 RC	7	7¾	4.00	14.03
2/D247	13 RS	5½	6¼	3.88	14.34
2/D321	13 RS	6	6¾	4.38	14.34
2/D337	13 RS	6½	7¼	3.88	14.03
2/D359	13 RSF	6	6¾	4.00	14.03
2/D362	14 RS	6½	7¼	5.00	15.36
2/D363	14 RS	7	7¾	5.13	15.36
2/D176	15 RC	6½	7¼	5.13	16.34
2/D313	15 RC	7	7¾	5.50	16.34
2/D356	15 RC	7½	8¼	5.62	16.34
2/D353	15 RCC	6½	7¼	4.75	16.34
2/D354	15 RCC	7	7¾	5.12	16.34



These wheels have been developed at the request of manufacturer's competition departments and private racing stables to fulfil a particular specification.

They are, however, generally available, but they are only manufactured in small batches and always carry the suffix R.

1. Using the chart overleaf, review the alternative assemblies indicated in the vertical column corresponding to the desired rim width. The symbol +W or +2W indicates the use of one or two wheelspacers respectively.
2. Having selected a suitable assembly, consider dimensions above in relation to bodywork, brakes and hub fixings. For each W reduce dimension 'c' by 0.38 ins.
3. Order all items, including wheelnuts and wheelspacers by catalogue references and always quote the vehicle make, type or mark and year of manufacture.

NOTE : To obtain a measure of the CHANGE in the TRACK dimension created by the selected assembly, calculate the difference between the quoted Inset or Outset overleaf and that of the wheel being replaced and multiply by two.

ALWAYS CARRY OUT MAXIMUM BUMP AND FULL LOCK TESTS TO ENSURE ADEQUATE CLEARANCES.

WHEEL TYPE	INSET OR OUTSET, in inches	RIM WIDTH, in inches				
		4½	5	5½	6	6½
10 RC & 10 RCC	INSET 1⅜	2/D174	–	–	–	–
	1 3/16	–	–	2/D219	–	–
	1	2/D174+W	–	–	2/D343	–
	13/16	–	–	2/D345	–	–
	5/8	2/D174+2W	–	–	2/D343+W	–
	7/16	–	–	2/D345+W	–	–
	¼	–	–	–	2/D343+2W	–
12 RC	INSET 1⅛	–	–	–	2/D312	–
	¾	–	–	–	2/D312+W	–
	5/8	–	2/D358	–	–	–
	⅜	2/D357	–	–	2/D312+2W	–
	¼	–	2/D358+W	–	–	–
	0	2/D357+W	–	–	–	–
	OUTSET ⅜	2/D357+2W	–	–	–	–

WHEEL TYPE	INSET OR OUTSET, in inches	RIM WIDTH, in inches				
		5½	6	6½	7	7½
13 RC & 13 RS	INSET 1	–	2/D321	–	–	–
	¾	2/D247	–	–	–	–
	5/8	–	2/D359	–	–	–
	⅜	2/D247+W	2/D318	–	–	–
	¼	–	2/D359+W	2/D337	–	–
	⅛	–	–	–	2/D315	–
	0	2/D247+2W	2/D318+W	– –	–	–
	OUTSET ⅛	–	2/D359+2W	2/D314	–	–
	¼	–	–	–	2/D315+W	–
	⅜	–	2/D318+2W	–	–	–
	½	–	–	2/D314+W	–	–
	5/8	–	–	–	2/D315+2W	–
	⅞	–	–	2/D314+2W	–	–
14 RS	INSET 1⅜	–	–	2/D362	–	–
	1¼	–	–	–	2/D363	–
	1	–	–	2/D362+W	–	–
	⅜	–	–	–	2/D363+W	–
	5/8	–	–	2/D362+2W	–	–
	½	–	–	–	2/D363+2W	–
15 RC & 15 RCC	INSET 1⅝	–	–	–	2/D313	–
	1½	–	–	–	–	2/D356
	1⅜	–	–	2/D176	–	–
	1¼	–	–	–	2/D354	–
	1⅛	–	–	–	–	2/D356+W
	1	–	–	2/D353	–	–
	⅞	–	–	–	2/D354+W	–
	¾	–	–	–	–	2/D356+2W
	5/8	–	–	2/D353+W	–	–
	½	–	–	–	2/D354+2W	–
	¼	–	–	2/D353+2W	–	–

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