

Fitting Stainless Steel 'Ace' Wheel Trims.

These wheel trims come with a set of stainless steel clips and plated self-tapping screws. There are 3 clips per wheel. The trims are fitted by passing the 'hook' on the end of each clip through the '**slots**' between the hub pressing and the wheel disc pressing from the rear of the wheel and hooking them into the shaped inner edge of the trim. The 3 screws are then tightened on the edge of the wheel hub. The fitting is probably best done with the wheel removed and the help of a second person can be useful at times.

The manufacturer advises that they have never had a complaint about this method of fixing ever causing a problem and claim to have sold many hundreds. However, our thoughts are:-

- To be absolutely sure that the point of the self-tapping screw locates permanently and centrally on the edge of the hub pressing, it is best to centre punch a point into the rim.
- The screws provided are probably longer than necessary, and could be replaced by a shorter stainless steel version of the same gauge and only about 12mm long, with advantage.

When fitting the trims to the offside front wheel rim of one Y Type, it was found that the clips fouled the steering gear. **It is therefore essential to check that all 'trimmed' wheels rotate freely while the car is stationary with the wheels clear of the ground, before taking the car on the road.**

To avoid this problem, it will be necessary to adapt some clips as set out in the following procedure. This produces a clip as shown in the picture below. The adapted clip hooks over the edge of the hub pressing and uses a self-tapping screw that sits in the '**slot**' between the hub pressing and the wheel disc pressing to draw the two halves of the clip together. The only projection is then the thickness of the clip metal and this will not cause a fouling problem.

To carry out the modification you will need a vice, centre punch, hacksaw, file, electric drill, appropriate drills bits and a steel former 1/8" square. Screws used in this sample were stainless steel countersunk 25mm 6 gauge with a Pozidrive head, but other 6 gauge screws with other types of driver heads might perhaps better.

- Mark a line at 38mm from the hook end of the clip and cut the clip in two along this line.
- In the middle of the hooked part of the clip and 4mm from the cut end drill a hole to suit the chosen screw so that it can form a thread. On the sample it is 3mm in diameter.
- Mark a further line on the hooked part of the clip 8mm from the cut end and fold the end with the hole in it at right angles to the main length in the opposite direction to the hook producing a Z shape.

- Drill a hole in the newly angled end of the correct diameter to allow the linking screw to cut a tight fitting thread in the thickness of the clip..

This completes work on the longer section. The object now is to make the shorter piece of the clip thin enough to fit into the '**slot**' and to hook over the wall of the inner hub.

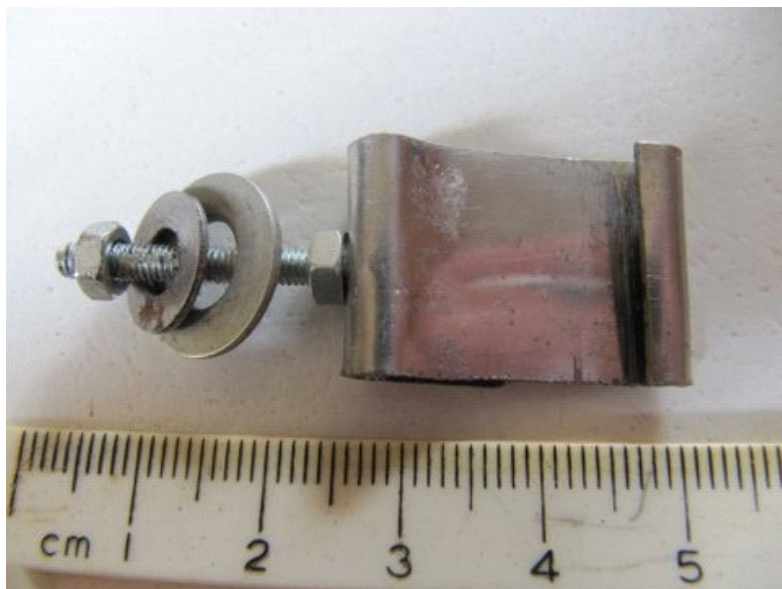
- Flatten the remaining clip in a vice.
- Using the 1/8" former, the vice and a hammer form the u-shaped part of the clip.
- Gripping the U-shaped 'hook' over the former, put a new right angled fold in the clip about 2mm from the edge of the hole
- On the other side of the hole, mark a line 1 mm from the edge of the existing hole and cut off the end of the clip and file off the corners such that the face with the hole in it will fit in the '**slot**'. Note that the end of each 'slot' is slightly wider.
- Open out the pre-drilled hole in the smaller section to provide clearance to the linking screw.
- Screw the two halves of the clip together and repeat the process until sufficient clips are available to fit a trim in place.



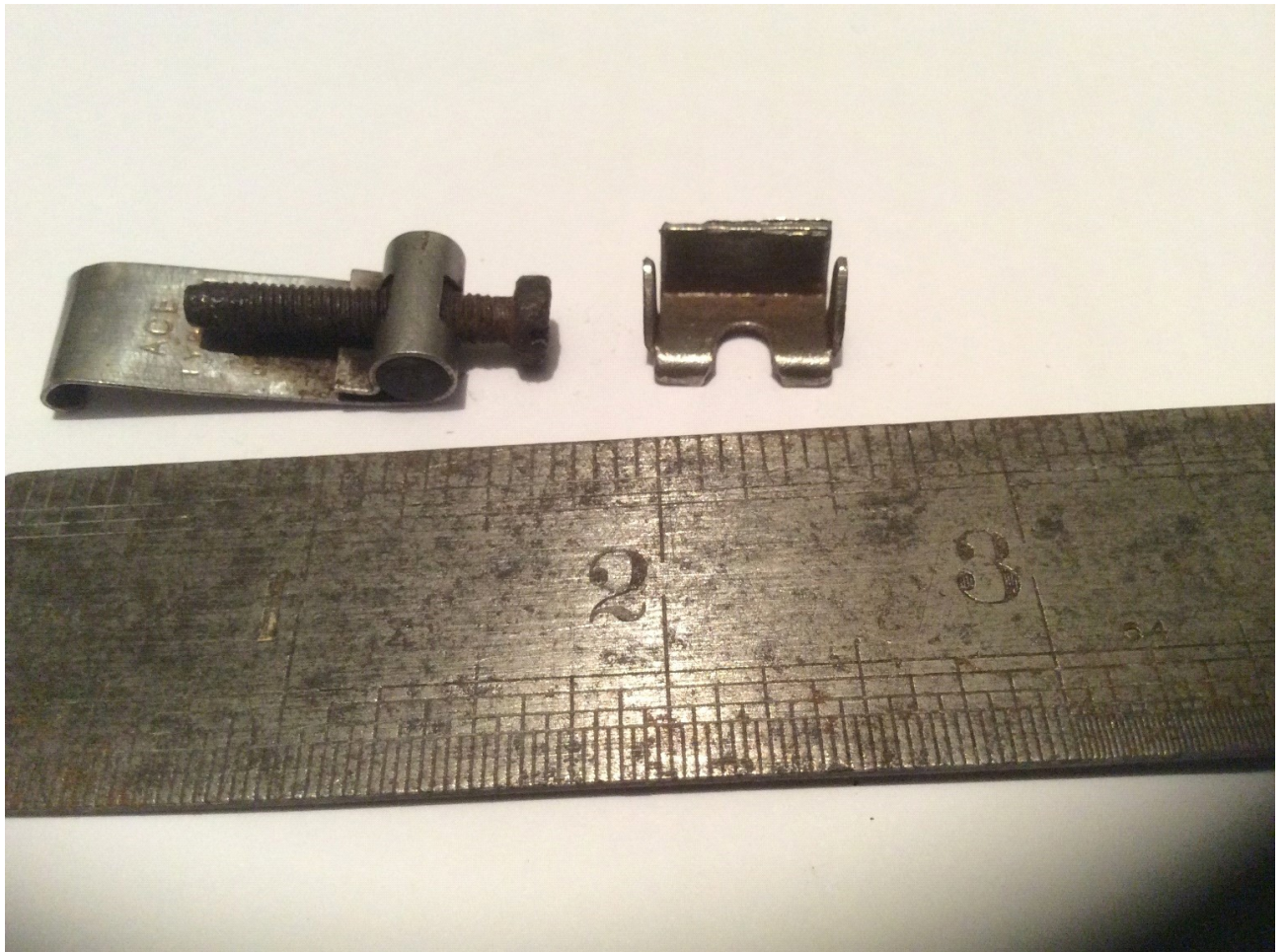
Here is the finished clip.



The clip in-situ (with a different screw).



Clearly other versions of the clip can be devised. Here is one based on a threaded bolt and washers.



And this appears to be an original Ace clip – sadly no longer available.