PRODUCT INFORMATION

REMOVING WHEELS & TIRES WITH LOW FENDER OPENINGS

Some vehicles, particularly 1950's Ford and Chevrolet, may have rear fender lips which "tuck" the tire by several inches. This can make wheel removal very difficult when the vehicle is lowered any amount from a stock ride height.

Whether a solid axle or an IRS is used, there is a procedure for removing the wheel and knowing this ahead of time will prevent a frustrating situation from being even more frustrating.

When designing a frame, there are a few points to consider to make wheel removal easier:

1. Longer studs make removal more difficult; use short studs whenever possible
2. Larger diameter wheels allow more room to maneuver around the brakes; smaller diameters can ease the process
3. More negative offset/backspace allows a shorter housing width/hub track therefore more distance between brakes and fender lip to remove the wheel & tire
4. Minimize tire diameter and tire/wheel width
5. Narrower rear frame rails and deeper wheel tubs allow more maneuvering room

Also, keep in mind the practicality of removing the rear wheels. The thought of changing the tire on the side of the road is reasonable for a daily driver, but nowdays high end cars and hot rods typically do not come equipped with a spare tire and jack. Calling for a roll-back tow truck is common practice and a safer procedure, or consider running runflat tires or carry a can of Fix-A-Flat is case something happens.

When the time comes to remove the wheel and tire, here are some steps to follow to make the job easier:

Solid Axle Equipped Vehicles

1. Raise vehicle and support the body, allow the axle droop
2. Disconnect left and right coilovers
3. Disconnect anti-roll bar (both sides), if equipped
4. Disconnect driveshaft

ART MORRISON ENTERPRISES, INC **5301 8TH STREET EAST FIFE, WASHINGTON, 98424**
(800) 929-7188 www.artmorrison.com (253) 922-7188 FAX (253) 922-8847

5. Lower axle down. If the axle moves forward enough to allow the tires and body to contact, disconnect the lower links to move axle towards the rear
6. Be sure the brake lines are not supporting the axle. If they are too short, remove the brake lines and replace with longer ones.

For Multilink IRS Equipped Vehicles

1. Raise vehicle and support the body, allow the rear wheels to droop
2. Disconnect inner CV joint to differential
3. Disconnect anti-roll bar links from control arm (both sides)
4. Disconnect coilover
5. At this point the wheel will droop a considerable amount (about 7" from ride height). If more travel is needed, disconnect the front lower control arm from the cradle – your alignment will not be affected. Make sure the brake lines are not preventing the wheel from drooping.

While the Multilink IRS is mechanically more complicated than a traditional solid axle, removing the wheel and tire should not be any more difficult if the proper steps are taken.