AA TRUCK TALK – TIRE INSTALLATION

The AA wheel is a split lock ring style rim (not a split rim wheel). Ford's name for the AA-1099 ring is "Wheel Rim Flange" and it was a TT part (TT-1006-G). Split lock rings had changes made to the tool notch and markings during AA production. However all are interchangeable for use on all AA wheels. A solid lock ring should **not** be used because they are designed differently and do not fit the AA wheel grove correctly.

Tire installation can be dangerous and care must be used to avoid injury. While inflating the tire, the split lock ring can (might) fly off the wheel and remove any part of your body which is in the line of fire **(absolutely not kidding)!**

The grove in the wheel where the split lock ring fits and the split lock ring must be completely free of all old rust build up! The inside of the wheel rim (where the tire and flap rest) should be clean and smooth. There may be rust pitting but there should be no rust buildup which will keep the tire from sliding (pushing) out against the wheel inside flange and the split lock ring. This is **Very Important.**

When new, the split lock ring had no gap at the split. Most used split lock rings have up to a 1-1/4" gap at the split. Using a split lock ring with a gap greater than 1-1/4" is questionable in my opinion. I test fit a split lock ring onto the wheel using clamps to see that it will seat correctly (i.e. fits snugly into the wheel grove leaving about 1/4" gap at the split).

If possible an air line can to be set up to be attached to the tube valve stem so that the tire can be inflated remotely (like at about 10' from the tire). I don't do this. But, it would add to the safety. Note that others have suggested using chain or straps starting before step 7 below as an added safety step. I have not done this. Others have suggested it is too dangerous to do the installation yourself.

Figure 1 is a crop of a Ford archive photo showing the gap at the split lock ring.

The following are the steps I use for installation of tires/tubs on an AA wheel.

1) Remove the valve core and install the tube in the tire. Inflate the tube to make sure it fits correctly (i.e. no twists/folds inside of the tire).
2) Install the rim flap and inflate the tube again to make sure the flap fits correctly.
3) Install this assembly onto the wheel and make sure the valve stem comes through the hole in the wheel correctly. Again inflate the tube to see that the tire is fitting correctly. The tire should be against the inside flange of the wheel (the wheel should be blocked up enough to let this happen).
4) Install the split lock ring. Use a wood block and heavy hammer to insure the ring is seated in the wheel grove. Start at the edge opposite of the split and tap-tap-tap around the ring in both directions until reaching the split. The split should be within approximately 1/4" at this point.
5) The tire should be pushing against both the rear flange and the split lock ring of the wheel at this point.
6) Install the valve core and inflate the tire to about 10 lbs. You don't want the tire snapping against the wheel rear flange or the split lock ring when the tire is being inflated.
7) Seat the split lock ring again using the wood block and heavy hammer.
8) Take the assembly to the center of the yard and face the split lock ring down. Attached the remote controlled air line to the valve stem if available.
9) Inflate the tire to 20 lbs. pressure.
10) Turn the wheel over to expose the split lock ring. Always stand to the side of the tire. Do not let any part of your body be above the split lock ring. Seat the split lock ring again using the wood block and heavy hammer.
11) Turn the wheel over so that the split lock ring is facing down. Inflate the tire to 50 lbs.
12) Again turn the wheel over and check the split lock ring. It should not need to be seated at this point. If it does, return to 20 lbs. pressure and reseat the split lock ring.
13) Add or remove air pressure to the final pressure desired.

Figure 1 – Split Lock Ring Gap