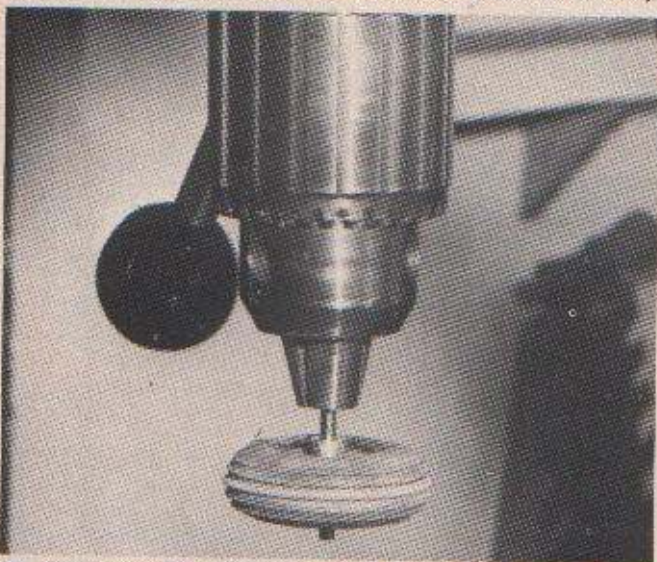
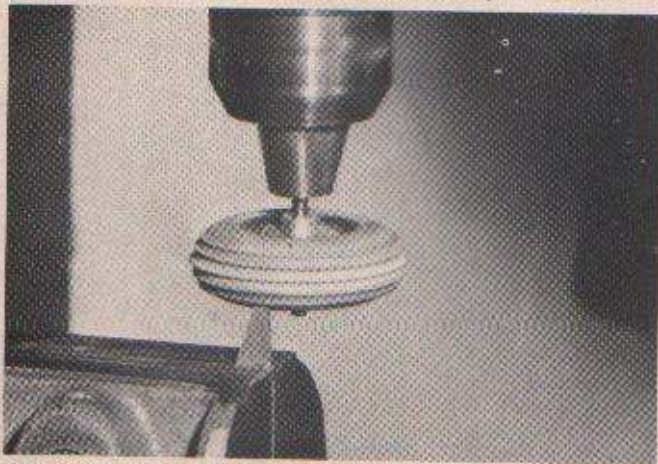


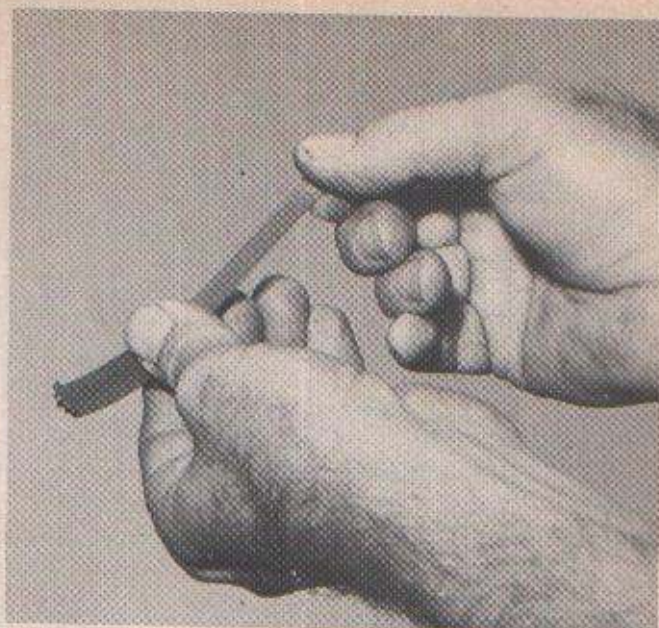
5) Using a good brand of epoxy, I prefer Klenks, apply the epoxy to both the wheel and tire before joining the two together. Be careful not to get any epoxy on the set screw, and work neatly.



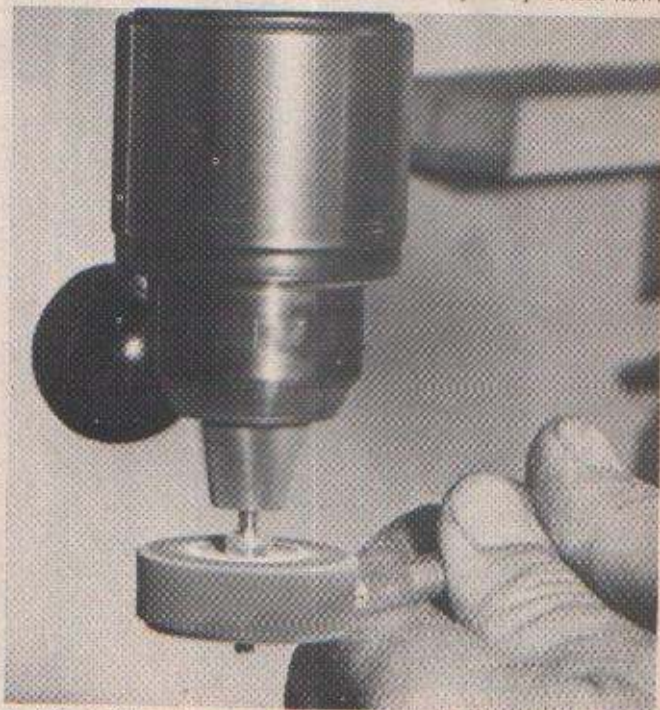
6) After epoxying the wheel, place it in a drill press and run the press at low speed to make sure the tire is centered on the wheel. If the tire is not centered you will not be able to get the full width when trimming it. It will take overnight for the epoxy to harden, but don't try to cure it with heat. Trying to cure the epoxy with heat will only damage the rubber tire.



7) I put an X-acto blade in a drill vise and cut the tire $\frac{1}{16}$ -inch over the $1\frac{3}{8}$ -inch final diameter I use. This method insures each tire will be cut the same size. If you hold the X-acto knife in your hand to cut the tires, be very careful, and also use a pair of safety goggles. After you trim the outside of the tires, keep the piece you trimmed off with the tire it was trimmed from.



8) After the outside diameter has been trimmed on all the tires, I take each trimmed piece of rubber and stretch it until it breaks. Some of the pieces will stretch pretty far before they break and some will pull apart fairly easy. I then group the tires together that have the most elastic rubber, and then those that break fairly easy. I further divide each group according to the texture of the rubber, those with the fine pores together and those with the large pores together. The final grouping is according to color. The colors vary from light to dark grey to black. Normally, the best tires will come from the group with the most elasticity, the ones with the finest pores and the darkest colors. But, there is always the exception. The reason for the great amount of variance in these tires is that they are made from used rubber to start with, so there is no uniformity to the finished product. However we will remedy this problem now.



9) After all the tires are matched in identical pairs, the wheels are marked right hand and left hand so they are always placed on the same side of the car. Putting the wheel back on the same side that it came off of is very important. Next the sidewalls are trimmed. Use an X-acto knife, brace your hands on the drill table and use safety goggles. The $1\frac{3}{8}$ -inch diameter tires will not quite trim off to a $\frac{1}{2}$ -inch width so leave them as wide as you can. The maximum allowable size is $1\frac{3}{8}$ -inches diameter by $\frac{1}{2}$ -inch wide for the gas or fuel top eliminator cars, and these I use on my fueler.