DOWNLOAD PDF WHEELS, TIRES AND DRIVE CHAIN

Chapter 1 : How to Put on Tire Chains | calendrierdelascience.com

Wheels / Tires / Drive Chain Specifications For Your Honda CR Dirt Bike. If you need parts and tools make sure to buy them here!

Share Link How to: Now the good news: Quick-fit chains are MUCH simpler to put on and take off. The driving conditions when you need chains are likely to be nasty. Snow is coming down, passing traffic is spraying slush, dirty water is dripping off your wheel wells, the road is slick and it may be dark. Make sure new chains are the right size by pre-fitting them on your tires somewhere dry, like your driveway or garage. Second, put together a simple winter road trip safety kit with spare waterproof layers and items that will make your winter driving more safe and comfortable. In winter, always carry it in your car with your chains. Want a quick how-to on putting on quick-fit snow chains? Here are a video, step-by-step instructions and driving safety tips. Pull off the road as far as possible on a safe shoulder. Flip on your hazard lights. Put on your slicker, gloves, hat, headlamp and waterproof pants from your winter road trip kit and grab your chains bag. Ideally, chains are installed on all four tires. Some people use them on only two. Typically, chains go on the two front tires for four-wheel drive and front-wheel drive vehicles, and on the back for rear-wheel drives. Kneel or sit by the first tire on the tarp or cardboard from your kit. Unroll the chain, making sure the hook ends are facing the ground. Push the yellow end of the chains behind and around the tire. Pull the two ends over the top of the tire and fasten them. Grab the chains on both sides of the tire and pull them together toward the center of the tire. Then hook the red fastener into one of the links, as snug as you can make it. Be sure that the smooth side of the hooks point out, not in, to prevent damage to the tire. Push the cable toward the back of the tire, positioning the chains loosely over the tread. At the bottom of the tire is another red fastener and draw chain. Feed the red draw chain around the opening on the fastener. Pull it tight and lock a link into the notch on the fastener. Feed the rubber end of the draw chain through the red rings. Depending on tire size, you may only be able to get it through one of the two rings, but try to get it through both. Stretch the rubber end tightly and hook it onto a link on the side chain. Repeat this entire process on the other tire s. You want the chains tight against the tire tread. So drive forward about 15 feet and stop. The chain will have centered itself creating some slack. Retighten the draw chain on each tire. Grab your towel from your road kit to sit on so you keep your seat dry. Chains that are flapping can wrap around a strut or shock component causing big damage to your vehicle. Listen for a loud sound of slapping, or metal on metal. Take off your wet outer layers and throw them in your road kit. How to Drive With Snow Chains On Be sure to keep it at no more than 30 mph or you can damage not just your chains but your vehicle. Start slowly, to avoid spinning. Lay them out to dry first. Look for flat spots, and replace the chains if you find some. Link at left shows flattening from wear. Link in center shows sharp edge from wear that can damage a tire. Want more tips on winter road safety?

Chapter 2 : How to: Put on Snow Chains and Drive Safely - Les Schwab

Summer Tires are Specialists is an excellent temporary solution. Think of them as a lighter weight, easier to install substitute for snow chains. If you get a lot of snow, you might think about a winter Wheel and Tire Package.

In some cases, particularly in the steep mountain passes of the Rockies, the Sierra Nevadas, and the Cascades, tire chains are even required at certain points. Even drivers who are familiar with snowy and icy driving conditions must have tire chains to maintain safe control on mountain roads and highways. The grade of mountain inclines and declines combined with snow and ice can leave the biggest four-wheel-drive or the most nimble front-wheel-drive vehicle with little road control. Putting tire chains on your vehicle is not the most simple task, but it is sometimes required to keep you rolling, and once you have installed snow chains for a first time, you will be ready to chain up and keep on driving through the snowy mountains, every time. When obtaining your tire chains, you must first make sure they will fit your tires. Most tire chain packaging has a guide that indicates which tires it fits. Stores and markets where chains are sold also have guides, or employees who can help you get the right size. Never try to attempt to use chains that are too large or too small for the tire, as this could result in dangerous driving and damage to your car. Dry Run The same way it is a good idea to test the braking and steering on a snowy or slippery road, you should test putting on the tire chains before you reach the mountain roads where they may be required. Pick an open stretch of street, or a vacant parking lot. Take the chains out of their packaging or case, and untangle all of the links so they are hanging free in a web shape. Place the two separated chains by the tires to which you will apply them. For a front-wheel-drive vehicle, the chains should go on the front tires. For rear-wheel-drive vehicles, the chains should be applied to the rear wheels. Some trucks and extreme conditions may call for tire chains on all wheels, which is fine, but make sure you put the chains on the right tires when you only have two. With the car parked, parking brake engaged, and car in gear, place the chain onto the tire, holding it from the top and ensuring that it is evenly placed over the wheel. Obviously, the bottom part of the chain cannot cover that portion of tire that is touching the road. Just fit the rest of the chain onto the wheel as best you can. Some chains have rings that go on the inside of the wheel, and help guide the chains into place. For these ring-type chains, be sure the open connection is on the bottom of the wheel. Once you place the chains on and the ring is going around the inside of the wheel, you can connect the bottom of the ring. This usually requires you to get right down under the car by the tire. You may need to change position to get the best angle on the connection. Once the chain is evenly and securely on the three-quarters of the wheel that is not touching the road, repeat the process on the other side. When both chains are on, check to make sure the front of the car is clear, and drive forward a few feet. You only need to drive far enough to expose the rest of the wheels that were previously touching the ground. Put the car in gear or in park, engage the parking brake, and get out of the vehicle again. Now you can secure the chains squarely on the remaining wheel surfaces. Next, tighten the chains by using a closer link on the chains. Now you are ready to drive, but only for a little bit. After you have driven 50 to feet, you must get out and re-tighten the chains, which will likely have some slack from evening out across the tires. After all, you are driving with chains on your tires. For your practice run with the tire chains, you will likely be on a dry road, so limit the driving, but this is a good chance to get to know how they feel and how the car rides with the chains on. Taking the chains off is much easier, once you have disconnected the inside rings or chains. This once again requires you to get right down to the lower inside of the wheel. The chains will not disconnect on the bottom, where the tire is resting on the ground. Simply lay the chains to the side of the tires as flat as possible, making sure that they are not still around the wheel or axle of the vehicle. When putting the chains back in a bag or packaging, try to make sure they are not tangled together, and make sure they are dry. Mountain Driving The reason it is often good to have practice putting on chains and knowing what you are doing is the adverse conditions in which you may have to repeat the task. Chains are required on snowy, icy, or possibly slick mountain roads and passes, where rain, snow, sleet, and wind can be formidable. This highlights the need for good gear to put your chains on. The best gear for putting on tire chains is heavy, waterproof wear, such as rain gear. Waterproof pants are important because you will

have to kneel down to install and take off the chains. Garden gloves work well because they provide some protection from the cold elements and chains, yet still afford dexterity and the use of your fingers. Repeat the same procedures as described above in "Dry Run" to get your chains installed. Make sure you have enough space to work on all sides of the vehicle safely. Mountain passes typically have chain-up turnouts with signs to let you know when to put your chains on, and then take them off again.

Chapter 3 : Do You Really Need AWD in the Snow? - Consumer Reports

For rear-wheel cars, it's best to also use snow chains on both the front and rear wheels because it improves the braking and handling of the car. Tire chains are easy to fit, but try fitting them in an isolated and dry location before attempting to fit them on the road.

The classes are defined as follows: SAE Class U - Regular non-reinforced and lug-reinforced passenger tire traction devices for vehicles with regular non-restricted wheel well clearances. SAE Class W - Passenger tire traction devices that use light truck components, as well as some light truck traction devices. Common chain failures[edit] Driving too fast with chains. Driving on dry roads with chains for extended periods of time. Driving on dry roads with chains can cause a vehicle to slide when braking. Not securing the chains tightly enough. If a chain comes loose, it should either be refastened or removed before it wraps around the drive axle of the vehicle. Tensioners or adjusters may be required. Some chains have automatic tensioners and may be damaged if tensioners are used. Installing chains on non-drive wheels. Accelerating too rapidly causing tire spin and stress on chains If a chain does break, it can cause vehicle damage by slapping around inside the wheel well, possibly wrapping around the axle and severing brake lines Varieties and alternatives[edit] Cable chains on a car tire, with a relatively simple and easy-to-secure design; this is a ladder-type design Cable chains on a bus tire Tire chains are available in a variety of types that have different advantages of cost, ride smoothness, traction, durability, ease of installation, and recommended travel speed. Materials include steel in the form of links or cables , polyurethane, rubber, and fabric. The original-style steel-link chains are also available in a variety of carbon steel and steel alloys and link shapes. Link shapes include standard, twisted, square, and reinforced. The links can also have added studs or V-bars for an even more aggressive traction. The use of alloy steel and hardened steel adds durability. Traction cables cable chains, snow cables attach like chains but are made from cable rather than chain. Chain patterns include the ladder, diagonal, or pattern types. Ladder type chains have cross chains perpendicular to the road and look like a ladder when carefully laid on the ground. With diagonal chains, the cross chains are diagonal to the road. Pattern types form a "net" over the tire such as a diamond or multiple diamond pattern. Some industrial pattern types also include studded, metal rings to which the chains attach and thus are called ring chains. Most tire chains are wrapped around the circumference of the tires and held in place with rim chains, which may be chain or cable, elastic or adjustable tensioners. Automatic chains do not wrap around the tire but swing under the tire from devices permanently mounted under the vehicle which deploy via an electronic solenoid activated in the cab. Spikes-Spider registered trademark mount onto the tires from one side. FlexTrax uses a ratcheting system for easier installation. Alternatives include studded tires , which are snow tires with metal studs individually mounted into holes in the treads; emergency traction devices which may be similar to tire chains but mount around the tire through openings in the rim; and snow socks , which are fabric rather than chain or cable. Mud chains are similar to snow chains but for off-road, four-wheel drive applications, and generally they are larger than snow chains; they are often seen on heavy off-road equipment like log skidders , which have to operate over very rough, muddy terrain. Wheel tracks are heavy duty assemblies similar to chains but with rigid cross links such as sometimes used on logging equipment. Legality of use[edit] Laws vary considerably regarding the legality of snow chain use. Some countries require them in certain snowy conditions or during certain months of the year, while other countries prohibit their use altogether to preserve road surfaces.

Chapter 4 : The Worldâ€™s Narrowest Truck? â€“ A Chain-Driven Model T Ford | The Old Motor

Axles, Drive Chain, Wheels, Sprockets, Tires, Tubes, Brake Assemblies and more Go Kart parts. Manufacturer's Supply is proud to be the internet leader in Go Kart and Mini Bike parts. Visit our online catalog for go cart and Minibike parts, kits, and frames parts.

Send this info to a friend To: Check this box if you wish to have a copy mailed to you. See our privacy policy. Our exclusive tests tell a different story. September 29, Accidents caused by winter weather result in , injuries and 2, deaths each year, on average, according to a study by the Federal Highway Administration. Little wonder, then, that car manufacturers trumpet all-wheel drive as a safety shield against inclement conditions. Consumers are inundated with that marketing message, and all-wheel drive is perceived as a must-have for many car buyers. But can all-wheel drive really save you when the weather turns ugly? It provides some benefit, but it may be insufficient to get you through a grueling storm. Our evaluations conclusively showed that using winter tires matters more than having all-wheel drive in many situations, and that the difference on snow and ice can be significant. We realize that swapping and storing tires twice per year is a nuisance. And in places where street plowing is thorough, you can probably get by with all-season tires that are in good condition. Do you rely on AWD for winter driving? All-wheel drive is far better than two-wheel drive when it comes to driving on slick surfaces where you need serious traction to get going, such as a snowy uphill driveway. Our test-track observations lead us to advise that using snow tires provides the best grip and assurance for going, stopping, and cornering no matter what you drive: Enhancements like electronic stability controlâ€”standard on every new car since â€”also help two-wheel-drive vehicles maintain control, at least up to a point. Honda CR-V It took almost feet to stop from 60 mph in the snow on all-season tires. What did our tests show? We conducted braking tests in an all-wheel-drive Honda CR-V , the best-selling compact crossover, with its original all-season tires, then with winter tires. The differences in stopping distances were considerable. On a different day under different snow conditions, we did braking tests pitting the CR-V against a Toyota Camry , both rolling on new winter tires. The front-drive Camry did just as well as the AWD Honda, both stopping from 60 mph in about feet. As for handling, we found that some of the all-wheel-drive vehicles in our fleet struggled to stay on course when equipped with all-season tiresâ€”even in the hands of our professional drivers. A couple of the vehicles even plowed straight through corners and off the track. If you live in a place that gets frequent snow storms, an all-wheel-drive vehicle with winter tires will be very capable. And some AWD systems function better than others in terms of helping drivers get traction. According to our survey of 54, subscribers who drove AWD or 4WD vehicles in the snow for more than six days last winter, less than 15 percent equipped their vehicles with winter tires. The rest kept rolling on their all-season tires and took their chances. At Consumer Reports, we strongly recommend buying four winter tires for whatever vehicle you drive. See our complete tire buying guide and ratings. Follow this guide to understand how all of the systems work. AWD systems operate continuously, and they automatically vary power delivery to the front and rear wheels when needed. Some systems remain in front- or rear-wheel-drive mode until slip is detected, then power is routed to all four wheels. Other systems send power to all four wheels continuously. Seamless acceleration in slippery conditions. Needs no driver intervention to engage. The truck usually sends power to the rear wheels, and the driver engages four-wheel drive with a dashboard knob or button, which sends power in equal proportion to the front and rear axles. Grunt work like hauling a boat trailer up a launch ramp. Most systems have a low range and locking differentials for extreme terrain. Front-Wheel Drive Used in most cars, minivans, and wagons, front-wheel-drive systems send engine power to the two front wheels. Traction control limits wheel spin in certain inclement conditions. Good traction in most driving situations. Winter tires are recommended for snowy conditions. Rear-Wheel Drive This system places less demand on the front wheels, freeing them to be used primarily for steering. Traction control can help improve the performance of those vehicles as well. Handling balance and cornering in dry conditions. Rear-drive cars tend to spin out in snowy or icy conditions. Winter tires are recommended.

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Chapter 5 : Tire chains | calendrierdelascience.com

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Chapter 6 : Wheels, Tires, Final Drive - All Service Parts - EBR Service Parts

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Chapter 7 : Wheel Chains at Tire Rack

Go-Kart Sprocket Drive Wheels. Sprocket Drive Wheels come complete with a 2-flange hub and drive sprocket. Drive Sprockets are available to fit # 35 or #41 chain.

Chapter 8 : Honda CR Wheels/Tires/Drive Chain Specifications | FixYourDirtBike

Front-wheel-drive vehicles must put snow chains on their front tires, and rear-wheel-drive vehicles must put them on their rear axle. The owner's manual in four-wheel-drive vehicles will determine which axle to put tire chains on; however the best idea is to put tire chains on all four tires.

Chapter 9 : Do I Put Snow Chains on Front Wheels or Rear Tires? | It Still Runs

Snow chains, or tire chains, are devices fitted to the tires of vehicles to provide maximum traction when driving through snow and ice.. Snow chains attach to the drive wheels of a vehicle or special systems deploy chains which swing under the tires automatically.