TIRE AND RIM SERVICING CAN BE DANGEROUS AND MUST ONLY BE PERFORMED BY TRAINED PERSONNEL USING PROPER PROCEDURES AND TOOLS. FAILURE TO READ AND COMPLY WITH ALL OF THESE PROCEDURES MAY RESULT IN SERIOUS INJURY OR DEATH TO YOU AND OTHERS.

### HOW TO MATCH RIM PARTS

1. Find the stamped identification on the rim base and ring(s). Refer to the pictures (see pictures bottom right) to help find the locations of the stamps. Identify the parts based on the stamps themselves—DO NOT identify the parts based only on the way they look.
2. If you cannot find the identification stamp—STOP! NEVER use a rim part that you cannot identify from the stamp.
3. Match the markings found on the rim base with those shown in the “Rim Base Identification Stamping” column in the table below.
4. Continue reading the same line across the table to find the proper markings for the matching side ring (or lock ring and flange).
5. NEVER assemble mismatched rim parts (see WARNINGS above). If the identification stamps on the parts do not match—STOP! Select serviceable replacement parts from stock or obtain them from a rim supplier.
6. If you are working on a rim/side wheel assembly of discontinued parts that are cracked, bent, worn, pitted by corrosion, or unserviceable in any way, for whatever reason—STOP! You must replace the entire discontinued assembly with one that is in current production. Examples of unserviceable parts are shown in the photos above.

### HOW TO READ THESE TABLES

**Example A – Two-Piece Rim/Side Ring Assembly**
1. The rim base and side ring to be assembled have identification stamps like the ones shown to the right.
2. Find 75 x 7.5 FL in the “Rim Size” column in the table below. Locate 20 x 7.5 FL in the “Rim Base Identification Stamping” column.
3. Continue reading the same line across the table. Find the matching side ring markings in the “Side Ring Identification Stamping” column.
4. One of the proper markings is: 20 x 7.5 FL. This matches the stamp of the side ring shown in the photo. These parts are matched and will make a proper assembly.

**Example B – Three-Piece Rim/Becket Ring Assembly**
1. Follow Steps 1 and 2 in Example A – Two-Piece Assembly.
2. Read across the table in the same row to find the proper match in the “Lock Ring Identification Stamping” and “Flange Identification Stamping” columns.

### DISCONTINUED PARTS

<table>
<thead>
<tr>
<th>SIZE</th>
<th>DISCONTINUED IDENTIFICATION STAMPING</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 X 7.5 FL</td>
<td>DOD, LFR, ERP</td>
</tr>
<tr>
<td>22 X 7.5 FL</td>
<td>DISCONTINUED</td>
</tr>
<tr>
<td>24 X 8.0 FL</td>
<td>DISCONTINUED</td>
</tr>
</tbody>
</table>

### EXAMPLES OF TYPICAL RIM CONTOURS AND IDENTIFICATION STAMP LOCATIONS

<table>
<thead>
<tr>
<th>RIM SIZE</th>
<th>IDENTIFICATION STAMP LOCATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 X 8.0 FL</td>
<td>DISCONTINUED</td>
</tr>
<tr>
<td>22 X 7.5-8.0V</td>
<td>DISCONTINUED</td>
</tr>
<tr>
<td>24 X 7.5-8.5-10.0 M</td>
<td>DISCONTINUED</td>
</tr>
</tbody>
</table>

### NOTICE

- Always match the parts on this chart with the rim manufacturer's illustrated manuals or other industry and government instruction materials. Failure to do so may cause serious injury or death to you and others.
- Always carefully match the tire and rim diameter. A mismatched tire and rim assembly may explode and can result in serious injury or death. This warning applies to 15 and 20 sizes and rim assemblies as well as other sized assemblies. NEVER assemble a tire and rim correctly matched to the tire size and rim diameter.
- Re-assembly and inflation of mismatched tire and rim parts (see WARNINGS above). If the identification stamps on the parts do not match—STOP! NEVER use a rim part that you cannot identify from the stamp.
- Always carefully match the tire and rim diameter. A mismatched tire and rim assembly may explode and can result in serious injury or death. This warning applies to 15 and 20 sizes and rim assemblies as well as other sized assemblies. NEVER assemble a tire and rim correctly matched to the tire size and rim diameter.
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