

BBS RM Rebuild

You've heard it before but wheels really do make a car. Having fitted new brakes to his Mk1 our Jimbo had to find new rims – only one manufacturer sprang to mind!

Words and pics: James Wallace



Ahh, the classic two-piece BBS RM split rim, originally fitted to the Mk2 Golf G60 to clear the bigger than usual 280mm brakes that have become a popular upgrade for every Mk1 and Mk2 owner, they've become an iconic wheel among VW enthusiasts. Keep a keen eye on the classifieds and you can pick up a ratty set like ours for as little as £250. Add some Just Matz (08000 851 861) polished stainless steel outer dishes, a set of new bolts, some black centres and some skinny 165/50 tyres and you've got yourself a show stopping set of rims that can be built up over a number of months, as and when funds allow.



01 We took our kerb damaged RMs along to our local tyre specialists and had them remove the Falken tyres that came with them. The outers were all like this and only fit for the bin

You'll need
8mm splined socket, ratchet, rubber mallet, local tyre firms, Just Matz Outers, a set of BBS RMs, Silicon acetate sealant

DIFFICULTY
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1 DAY

Big Thanks to...
Just Matz 08000 851 861 & Storm Developments 01189 810910



02 An 8mm splined socket and ratchet will loosen the 30 bolts that hold each wheel together. Try not to exert too much pressure on them as they're prone to snapping in the rim...



03 ...just like this. Be particularly careful if you take the 'lazy' route and use an air gun to undo the bolts. If you strip the internal thread of the wheel then it could prove expensive



04 Place a soft cloth on the floor to catch the precious lip, assuming yours are good enough to keep, polish up and sell on. Use a rubber mallet to shock the outer rim and free it.



05 We then Scotchbrite'd the original centre spokes to provide a good key for the black paint to adhere to. We also got another set of RMs with the centres already painted black...



07 Be careful not to use too much Silicone acetate sealer when you rebuild the rims. Use too little, however, and your new wheels could leak air.



09 Then switch to the outside edge of the wheel centre. A thin bead here will squeeze up between the outer and inner to form an airtight seal.



11 The Storm Developments crew supplied the bolts and got busy polishing the half inch outers for the front wheels. Ensure the holes line up before Loctite-ing and torquing the bolts to 10ft.lb



06 Trial fitting the new outers revealed they didn't look special enough and they also stuck out quite a way beyond the arches on the front of the car – Mr Plod wouldn't have been happy!



08 Start by running a thin bead (just enough to fill) within the natural groove that lies beneath the edge of the spokes.



10 Flip the outer over and place some sealant between each bolt hole and around the outer edge. Any excess will squeeze through the holes when you tighten the bolts, rub it off ASAP



12 Finally a set of polished shallow nuts and some BBS Raceline carbon centre caps complete the package (again from Storm). Bolted onto the car using 20mm spacers they fit a treat!