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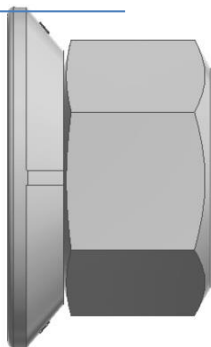
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# Correct Mounting and Nut Tightening Sequence for Spigot Mount Wheels

Spigot mount wheels are located on the spigot on the hub, with clearance between the wheel stud and the stud hole of the wheel. The wheels are retained on the hub by friction force generated at the interface of the wheel and the hub when the wheel nuts are tightened. It is imperative therefore, that correct mounting procedures are followed.

1. Ensure that the mounting faces of both the wheel and the hub are clean, free of dirt, dust, grease, oil or rust. Clean with wire brush if necessary. Paint on either of these faces should be avoided if possible. If painting is necessary, keep to a light spray of less than 2 microns in thickness.
2. Prior to mounting the wheel, lubricate the wheel spigot hole only with an anti-seize compound, to prevent corrosion or electrolysis this would make subsequent wheel removal difficult.
3. Lightly lubricate the contacting surfaces of the two piece wheel nut with SAE 30W oil, that is between the flange washer (which does not rotate on the wheel) and the mating rotating surface of the nut.



Lubricate here

Figure 1

Flange Washer



Figure 2

4. Mount the wheel on the hub, ensuring correct alignment on the spigot and that the valve stems are accessible and the valve stem of the inner wheel is clear of the brake drum. (BPW brake drum have a groove cast in them for this purpose)
5. Initially tighten all the nuts using the crosswise sequence as shown in Figure 2, to a torque of 70Nm.
6. Spin wheel, check for alignment and clearance all round.
7. Finally, tighten all nuts again, using crosswise sequence as shown in figure2, to a final torque setting of : M22x1,5 : 630Nm (600 to 660Nm).
8. Re-check all wheel nuts torques after first short run, i.e., 100 - 200 kilometers
9. Wheel nuts should be checked frequently in service to ensure that they remain tight.