

Wheel Torque

2004

Admiral SE

Atlantis

Traveler

Vacationer

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The following information supersedes the information published in the 2004 Admiral SE Owner's Manual on page 73 section 2, 2004 Atlantis Owner's Manual on page 68 section 2, 2004 Traveler Owner's Manual on page 81 section 2 and 2004 Vacationer Owner's Manual on page 76 section 2. Please utilize the information provided henceforth.

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The information on page 2-73 the 2004 Admiral SE Owner's Manual, page 2-68 the 2004 Atlantis Owner's Manual, page 2-81 the 2004 Traveler Owner's Manual and page 2-76 the 2004 Vacationer Owner's Manual is incorrect. Under Tire Care sub heading the following information needs to be updated to reflect the following changes:

- Before installing the wheels, lubricate the hub pilot pads with a drop of oil to prevent galling. Do not lubricate any other wheel or hub surface.
- For a hub with intermittent pilot pads, position a pad at the twelve o'clock position to center the wheel and reduce runout.



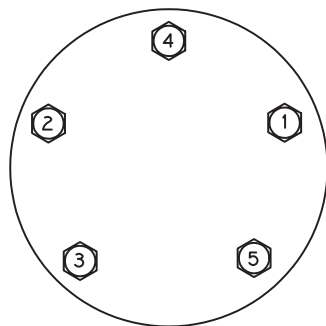
NOTE: Loosen and tighten lug nuts in pattern as indicated in illustrations. Tighten in sequence to 50 ft. lbs. first, then tighten in sequence to ft. lbs. indicated in torque chart. Over-tightening can cause distortion.



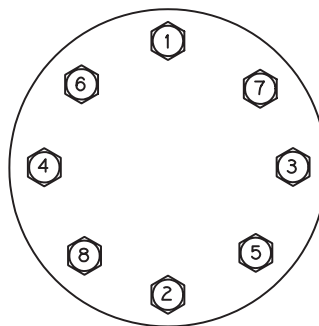
WARNING: Never use wheels or lug nuts different than the original equipment as this could damage the wheel or the mounting system. Damage to the wheel or mounting system could cause a wheel to come off while the motorhome is in motion.

Front Wheels:

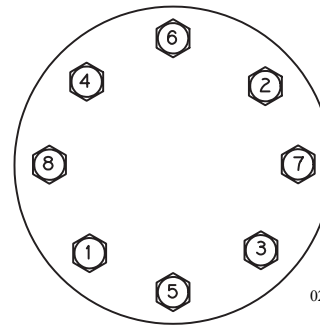
Slide the front wheel over the studs, being careful not to damage stud threads. Snug the nuts in sequence do not tighten them fully until all have been seated. Tighten the nuts in sequence (as shown in the illustration).



Workhorse 5-Lug



Ford 8-Lug

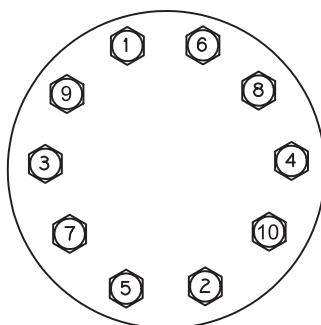


Workhorse 8-Lug

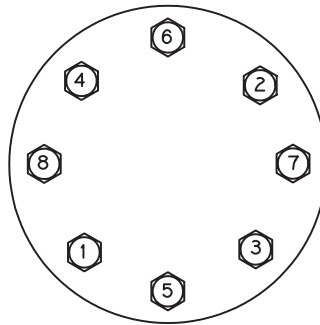
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Dual Rear Wheels:

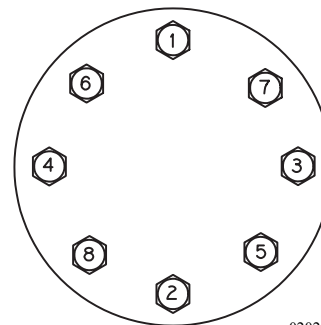
Slide the inner dual wheel over the studs, being careful not to damage the stud threads. Align the handholds for valve access and slide the outer dual wheel over the studs, again being careful not to damage the stud threads.



Workhorse 10-Lug



Workhorse 8-Lug



Ford 8-Lug

020286

Snug the nuts in sequence do not tighten them fully until all have been seated. Tighten the nuts in sequence (as shown in the illustration). The hub mount wheels use two-piece flange cap nuts for both front and rear applications. No inner cap nuts are required.

TORQUE CHART			
MODEL	GVW lbs.	# OF WHEEL LUG NUTS	TORQUE LB.-FT.
Ford E-450	14,050	8	150
Ford F-53	20,500 - 22,000	8	150
Workhorse (P-Series)	12,300	8	140
	14,800 - 18,000	5 Front/10 Rear	175
Workhorse (W-Series)	20,700 - 22,000	8	475

Torque the Nuts Properly:

- Tighten the wheel nuts to the recommended lug nut torque. Do not over tighten.
- Maintain the nut torque at the recommended level through planned periodic checks or at 10,000 miles intervals, whichever comes first.
- If air wrenches are used they must be periodically calibrated for the proper torque output. Use a torque wrench to check the air wrench output and adjust the line pressure for the correct torque.



CAUTION: Dual rear wheels require retightening the lug nuts to the specified torque at 100 miles and again at 800 miles of initial operations and after rotation, changing a flat or any wheel removal.



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