# Cleveland
Wheels & Brakes

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# PRODUCT REFERENCE MEMO

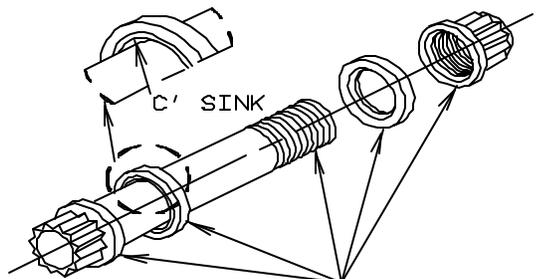## WHEEL ASSEMBLY-LUBTORK INSTRUCTIONS-TIE BOLTS / NUTS

To facilitate wheel disassembly at time of tire mounting, selected products may be shipped from Cleveland with a minimal number of fasteners installed. The balance of the fasteners will be separately bagged, identified and shipped in the same box that contains the wheel assembly. Prior to disassembly, note the orientation of washers, bolts and nuts and reassemble using the same orientation. For external brake disc type wheels, the bolt head is to be located against the brake disc surface. If a countersunk washer is installed it must be orientated to the bolt head as shown below.

Additionally, products that require the fasteners to be installed with anti-seize compound will be assembled with a minimal amount of anti-seize conforming to MIL-PRF-83483. It is the responsibility of the technician at time of tire mounting to liberally apply MIL-PRF-83483 anti-seize compound to all fastener friction surfaces as illustrated below. Restrain the bolt head and apply torque to the nut using a crisscross pattern until all nuts are properly torqued to the value specified on the wheel nameplate or maintenance publication. Excess amounts of anti-seize that squeeze out during torquing may be removed with a clean dry shop cloth.

<u>CAUTION</u>: THE USE OF POWER TOOLS TO INSTALL NUTS AND BOLTS IS NOT A RECOMMENDED PRACTICE. IT MAY CAUSE OVER TORQUING OF THE FASTENER SYSTEM AND RESULT IN DAMAGE TO THE FASTENER OR MATING COMPONENTS.

If there is any conflict or question regarding dry torque, wet torque, or torque value on your assembly, please contact Cleveland Customer Support for resolution.

<u>WARNING</u>: **FAILURE TO PROPERLY TORQUE THE WHEEL ASSEMBLY BOLTS MAY RESULT IN PREMATURE FAILURE OF THE MATING COMPONENTS OR HARDWARE.**



C' SINK

APPLY ANTISEIZE COMPOUND
TO THESE SURFACES ONLY
WHEN SPECIFICALLY REQUIRED