

EO 15-35BA-3

ROYAL CANADIAN AIR FORCE



**REPAIR AND OVERHAUL
INSTRUCTIONS
LANDING WHEELS
SINGLE DISC BRAKE TYPE
(GOODYEAR)**

(This Revision replaces Advance Revision Serial #2
dated 10 Jun 60)

"REVISION"

NOTICE

**LATEST REVISED PAGES
SUPERSEDE THE SAME
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Insert revised pages into basic
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LIST OF RCAF REVISIONS

DATE	PAGE NO	DATE	PAGE NO
15 Nov 61	4		
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1-1. INTRODUCTION.

1-2. This handbook contains descriptive data and Overhaul Instructions for the following Aircraft Landing Wheels for use with Single Disc Brakes manufactured by The Goodyear Tire & Rubber Company, Inc., Akron, Ohio.

Assembly No.	Wheel Size	Landing Wheel Type	Assembly No.	Wheel Size	Landing Wheel Type
¶ 511135-1	6.00-6	Steel Fabricated	9530528	30 x 7.7	Divided Type
# 511413M	6.00-6	Divided Type	9530531	6.50-10	Divided Type
511413S	6.06-6	Divided Type	9530565	30 x 7.7	Demountable Flange
511960M-1	6.00-6	Divided Type	9530584	32 x 8.8	Demountable Flange
530637M	16 x 6	Drop Center	**9530691	24 x 5.5	Divided Type
530698M	26 x 6.6	Divided Type	9530791	7.50-10	Divided Type
530746M	26 x 6.6	Divided Type	9530822	34 x 8.8	Demountable Flange
530836M	32 x 8.8	Demountable Flange	9540103	65-in.	Divided Type
530840M-1	24 x 7.7	Divided Type	9540133	65-in.	Divided Type
530858M	6.50-10	Divided Type	9540179	46 x 9	Demountable Flange
530884G	11.00-12	Divided Type	9540262	17.00-16	Divided Type
530884M	11.00-12	Divided Type	9540316	34 x 9.9	Demountable Flange
530966M	26 x 6	Divided Type	9540317	34 x 9.9	Demountable Flange
530975	17.00-16	Divided Type	9540323	32 x 8.8	Demountable Flange
531031M	24 x 7.7	Divided Type	9540322	17.00-20	Demountable Flange
531057M	32 x 8.8	Demountable Flange	9540547	17.00-16	Divided Type
540083M	65-in.	Divided Type	9540568	26 x 6.6	Demountable Flange
9520265	5.00-5	Divided Type	9540591	34 x 9.9	Divided Type
9520682	6.00-6	Divided Type	9540633	26 x 6.6	Demountable Flange
* 9530019	24 x 5.5	Divided Type	9540689	32 x 8.8	Divided Type
9530174	26 x 6.6	Divided Type	9540747	17.00-20	Divided Type
9530215	26 x 6.6	Divided Type			
9530322	26 x 6.6	Demountable Flange			
9530328	26 x 6.6	Demountable Flange			
9530351	30 x 7.7	Divided Type			
9530378	24 x 5.5	Divided Type			
			¶ Superseded by 511413M		
			# Replaces 511135-1		
			* Superseded by 9530691		
			** Replaces 9530019		

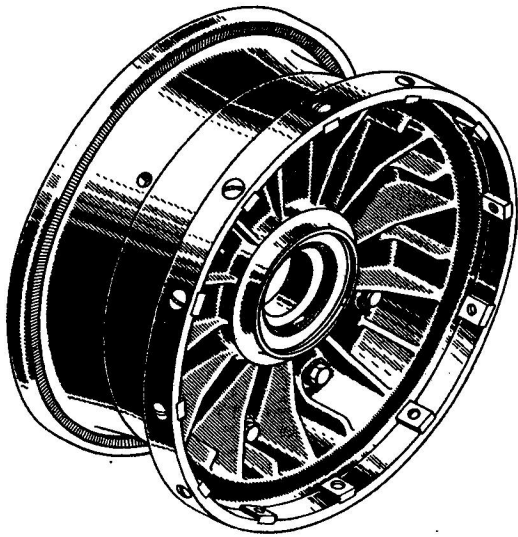


Figure 1-1. Landing Wheel, Divided Type
For Use with Single Disc Brakes.

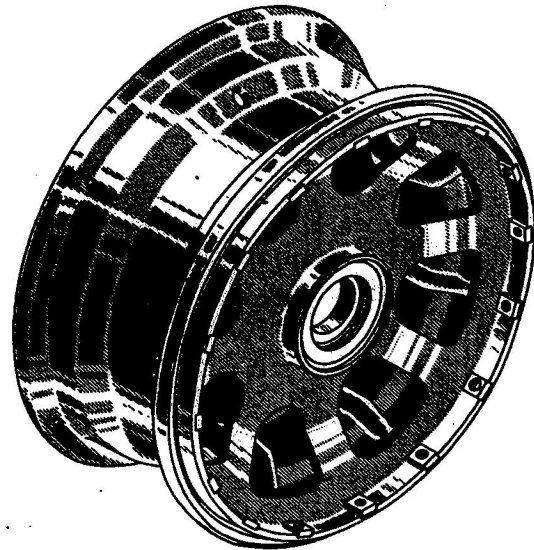


Figure 1-2. Landing Wheel, Demountable Flange
For Use with Single Disc Brakes

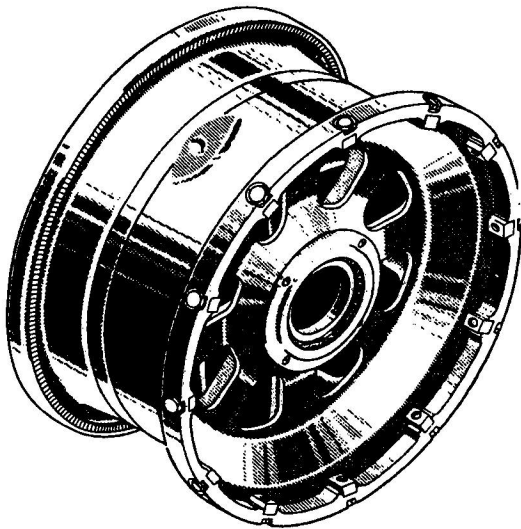


Figure 1-3. Landing Wheel, One-piece Drop Center
For Use with Single Disc Brakes

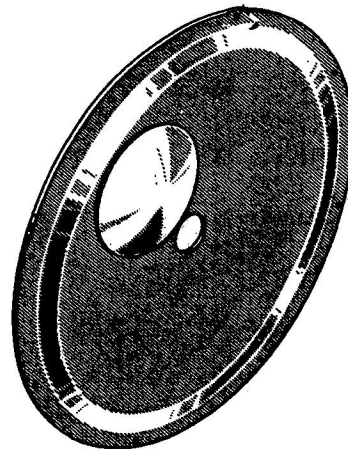


Figure 1-4. Fairing

SECTION II

DESCRIPTION

2-1. GENERAL DESCRIPTION.

2-2. Aircraft landing wheels for use with single disc brakes are of three general types: divided, demountable flange, and one-piece drop center. (See figures 1-1 to 1-3.) These wheels are of cast magnesium construction.

2-3. DETAILED DESCRIPTION. (See figure 4-1.)

2-4. The brake disc in each wheel is keyed to permit lateral movement within the wheel flange. Disc drive keys (3) are made of hardened steel, gear tooth drive rings are made of aluminum and secured to the wheel with bolts or screws. They prevent the disc from rotating within the wheel and transmit to the wheel the torque of brake action applied to the disc.

2-5. Divided wheel halves are held together by bolts (8) or studs. Each half is statically balanced so that any two of the same size can be assembled to form one wheel assembly.

2-6. Demountable flange type wheels (see figure 4-2) are balanced and marked with a straight line on the flange (2) and another on the wheel (12). These two lines should be adjacent when assembling the wheel.

2-7. Two tapered roller bearing cones (14 & 17, figure 4-1) are used in each wheel; they are seated in hardened steel bearing cups (4 & 9) at the inboard and outboard ends of the wheel castings. Suitable bearing seals (13) serve to retain grease and keep out dirt.

2-8. The divided type wheel No. 540083M has disc drive keys on both inboard and outboard sides to accommodate a brake at each end of the wheel.

2-9. Single disc wheels, numbers 530746M, 9530174, 9530215 and 9540332, are equipped with a grease retaining tube (10) located between the two bearing cones.

2-10. Some wheels are protected by fairings secured by spring fasteners or screws. (See figure 1-4.)

SECTION III

OPERATION

3-1. PRINCIPLES OF OPERATION.

3-2. When a tire is mounted on its wheel and inflated, the tire beads spread and seat themselves firmly against the flanges at the sides of the wheel. To further secure the tire, the wheel flanges are knurled to prevent tire slippage.

3-3. The inboard and outboard bearing cones of the

wheel act as easy-rolling mechanisms that enable the tire and wheel to rotate around the axle with a minimum of friction when the aircraft is in motion on the ground.

3-4. The inboard side of the wheel is designed to receive braking torque. Wheel No. 540083M is designed to accommodate a brake on both the inboard and outboard sides.

SECTION IV

DISASSEMBLY, INSPECTION, REPAIR AND REASSEMBLY

WARNING

Tires should be completely deflated by removing the valve core prior to removal of the wheel from the aircraft in order to avoid possible injury to personnel or equipment.

4-1. OVERHAUL TOOLS REQUIRED

4-2. Special Tools (Table 1) required to overhaul wheel assembly Part 9530322.

NOTE

See para. 4-7c. and 4-7d. for rework data.

4-3. DISASSEMBLY.

a. If wheel is equipped with fairing (18, figure 4-1), remove or loosen retaining screws of Dzus fasteners and remove fairing.

b. Compress the hubcap lockwire (15, figure 4-1) using a screwdriver or similar tool, and remove it.

c. Remove the axle nut safety lockpin, axle nut and washer.

d. Slide the wheel off the axle.

e. On outboard side, remove hubcap lockwire and hubcap, if present.

f. Remove outboard bearing cone (17, figure 4-1).

g. On inboard side, remove retaining screws or lockwire, bearing closure rings, and felt bearing seal (11, 12 & 13, figure 4-1).

h. Remove inboard bearing cone (14, figure 4-1).

CAUTION

Never attempt to remove or install a bearing cup before the wheel has been heated in boiling water for at least 30 minutes.

i. If the wheel is the divided type (see figure 4-1), completely deflate tire, if present, then remove the studs or assembly nuts, washers and bolts which hold the two wheel halves together. Remove grease retaining tube (10, figure 4-1), if present.

j. If wheel is the demountable flange type (see figure 4-2), completely deflate tire, if present, push the flange toward center of the wheel, remove the flange lockring and then remove the flange (1 & 2, figure 4-2).

k. When it is necessary to remove the bearing cups (16 & 17, figure 4-2), the wheel must be heated by immersion in boiling water for half an hour.

4-4. CLEANING, INSPECTION, TESTING AND REPAIR

4-5. Inspect outside and inside of wheel, except friction or bearing surfaces, for spots where the protective lacquer has been chipped off or worn through. If badly corroded inside, replace wheel. Damaged areas should be touched up with aluminum lacquer which can be made by thoroughly mixing 12 ounces aluminum paste, 1-GP-22, RCAF Ref. 33A/457, with one gallon clear cellulose nitrate lacquer, RCAF Ref. 33A/443. Use one or two coats depending on the condition of the surface. Zyglo aluminum and magnesium wheels to detect cracks and defective castings.

CAUTION

At no time are wheels that are badly corroded on the inside to be used.

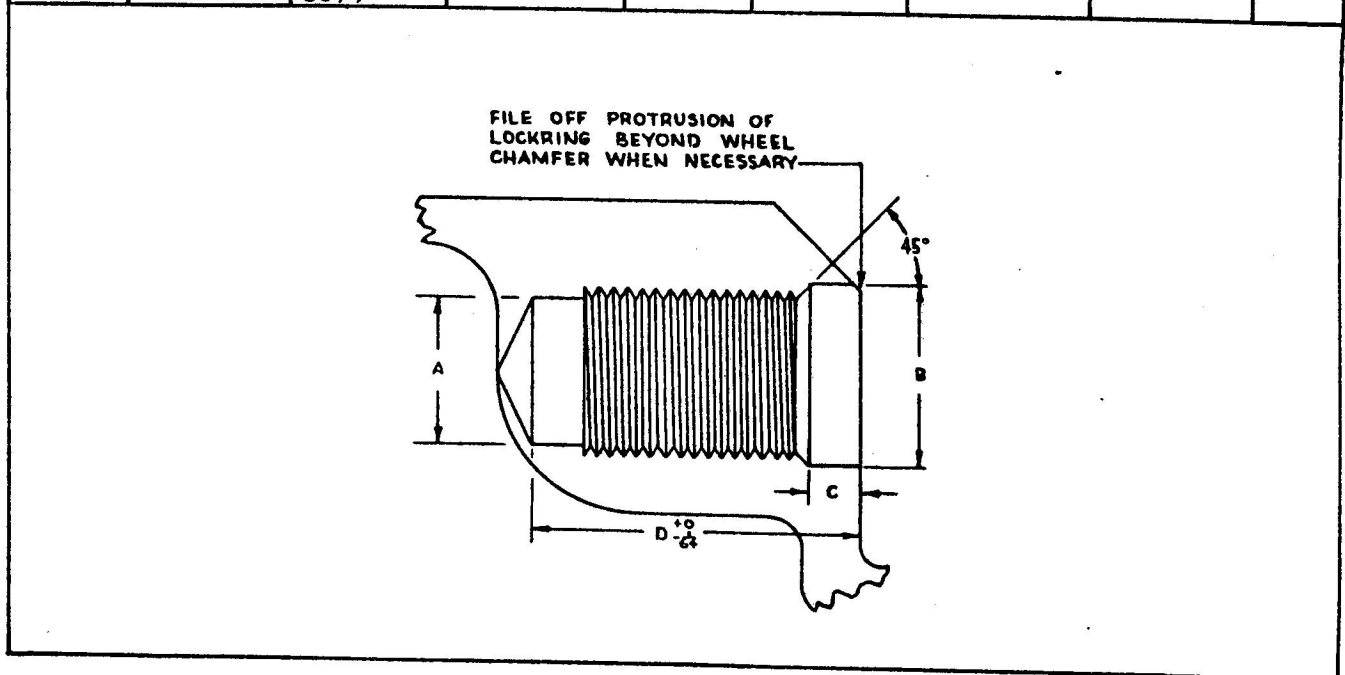
4-6. If it is necessary to completely refinish the wheel, the old finish should first be removed with paint remover. 1-GP-78, RCAF Ref. 33A/456. It is essential that the surface be thoroughly cleaned. After cleaning, apply one coat of zinc chromate primer, Spec. MIL-P-6889A, RCAF Ref. 33A/462, to all but the friction and bearing surface. Allow to dry, then apply two coats of aluminum lacquer, fabricated as outlined in paragraph 4-5.

TABLE I - SPECIAL TOOLS

TOOL	NOMENCLATURE	APPLICATION	SEC/REF.
R1108W R208D 9/16"-12 Thread NC (F) 3 RCAC-38-484	Wrench Lockring drive tool Tap Counterbore tool	Thread Insert Tool Installation of lockring Thread cutting	1T/2866 1T/2858 1T/5136-21- 800-1803 1T/5133-21- 800-0611

TABLE II - REWORK DATA FOR ROSAN INSERTS.

Wheel Part No.	Rosan Part No	Rosan Lockring	"A" Tap Drill Dia.	"D" Tap Drill Depth	"B" +.003 -.000 CTB Dia.	"C" +.030 -.000 CTB Depth	Tap THD NC-3	Tap Depth
9530322	28NS/ R208SB-14	28NS/ RL38SB-9 28NAS456/ 38/9	31/64(.484)	1-1/32	.601	11/64	9/16-12	Full



4-7. Check drive keys. If damaged, or worn .010 inch or more, replace; if loose, tighten retaining screws or bolts in accordance with paragraph 4-35b.

4-7a. Gear tooth drive ring wear limits wheel assembly Part 530884G drive ring Part 9530992 to remain in service until the teeth have worn to a thickness of .125" at a point .078" from

the top of the tooth. (Use local manufactured template - See figure 4-4).

4-7b. When drive ring gear is worn to this extent return complete wheel assembly for overhaul.

4-7c. Inspect demountable flange bolts and bolt holes for thread wear, condition and fit. Replace as necessary.

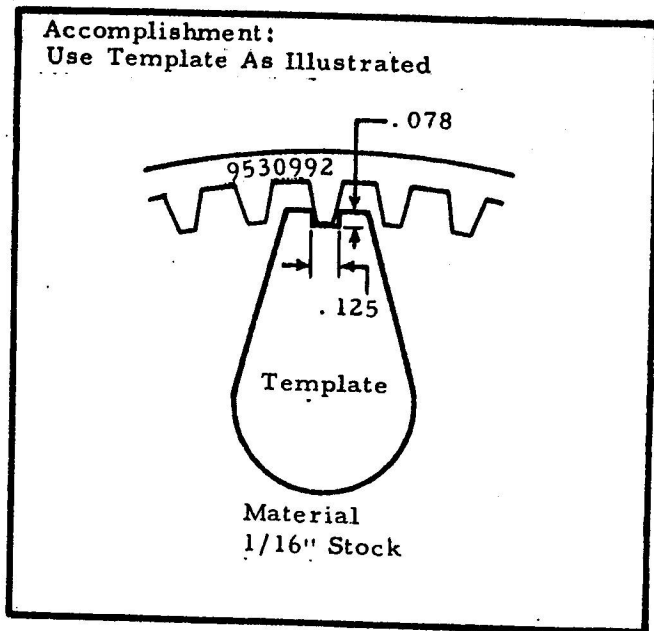


Figure 4-4

4-7d. Rework data (Table II) consisting of installation Rosan inserts in demountable flange bolt holes discovered to have stripped heli-coil inserts in wheel assembly Part 9530322.

a. Remove the heli-coil insert with pointed pliers.

b. Drill, chamfer and counterbore, using a suitable jig to ensure concentricity using tools and to the depth given in Table II.

CAUTION

Concentricity and position must be maintained within original tolerance to preclude possibility of demountable flange failure and subsequent aircraft accident.

c. Tap standard class 3 thread to the depth given. Threads must be concentric with counterbore within .003" using tap specified in Table I.

d. Screw in Rosan insert with insert tool

using wet zinc chromate paste MIL-P-6889A on insert and in hole. Insert must be .010 to .020 below surface.

e. Drive on locking using drive tool, see Table II, to a .010 maximum below the surface. Make sure the serrations are properly mated before driving (refer EO 75-75-11 installation Rosan Inserts).

4-8. Inspect felt bearing seals. If worn so that grease works out past them, replace.

4-9. When dirty or dusty, wash felt bearing seals in dry cleaning solvent, CGSB Specification 3-GP-8, RCAF Ref. 33c/182.

4-10. Replace bent or distorted bearing closure rings and damaged bearing cones and cups.

4-11. Wash bearing cones and cups with dry cleaning solvent, CGSB Specification 3-GP-8, RCAF Ref. 33c/182, being careful to remove old grease from cone rollers.

4-12. If bearing cups have not been removed from wheel, be sure they are tightly sealed.

4-13. WHEEL BALANCE.

4-14. Wheels are statically balanced to Specification MIL-W-5013a at the time of their manufacture. Any weights which have been added to a wheel to bring it within proper balance should not be removed during overhaul. However, if a wheel has been rendered out of balance due to the loss, breakage, or accidental removal of the balance weight, the wheel must be rebalanced in accordance with the specification.

4-15. The tire, tube and wheel of the mounted assembly have each been individually balanced at the time of manufacture. When replacing tire or tube, the original balance must be matched. The balance mark on the tire consists of a branded dot which is painted red, and balance mark on the inner tube consists of a yellow painted stripe on the base of the tube.

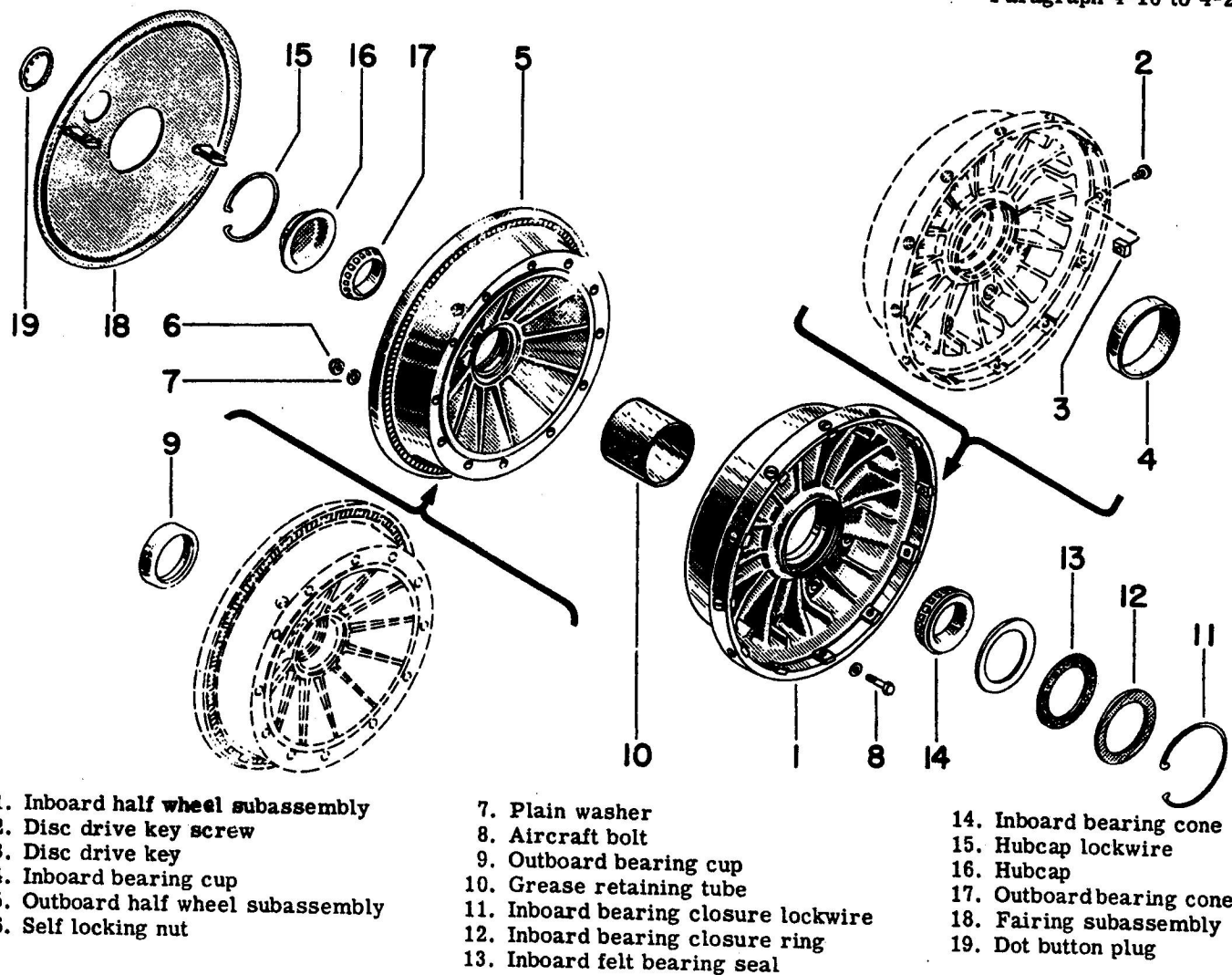


Figure 4-1. Landing Wheel for use with Single Disc Brake, Divided Type - Exploded View

4-16. Demountable flange type wheels are balanced with the flange assembled on the wheel. Divided type wheels have each half balanced individually and do not have to be matched at time of assembly.

4-17. INSTALLING TUBES AND TIRES.

4-18. Before placing the tube in the tire, the tube should be dusted with a small amount of tire talc.

CAUTION

Do not use excessive amounts of tire talc.

To obtain the proper balance of the assembly, the inner tube should be placed in the tire so that the yellow stripe is located at the red dot on the tire. Mating of the tire and tube in this manner will bring the unit into the balance tolerance required.

4-19. After mounting the tire and tube assembly on the wheel, divided type wheels should have the wheel half bolts drawn up evenly and torqued to the value marked on the wheel. Demountable flange wheels should have

the flange as specified, before inflation. (See paragraph 2-6)

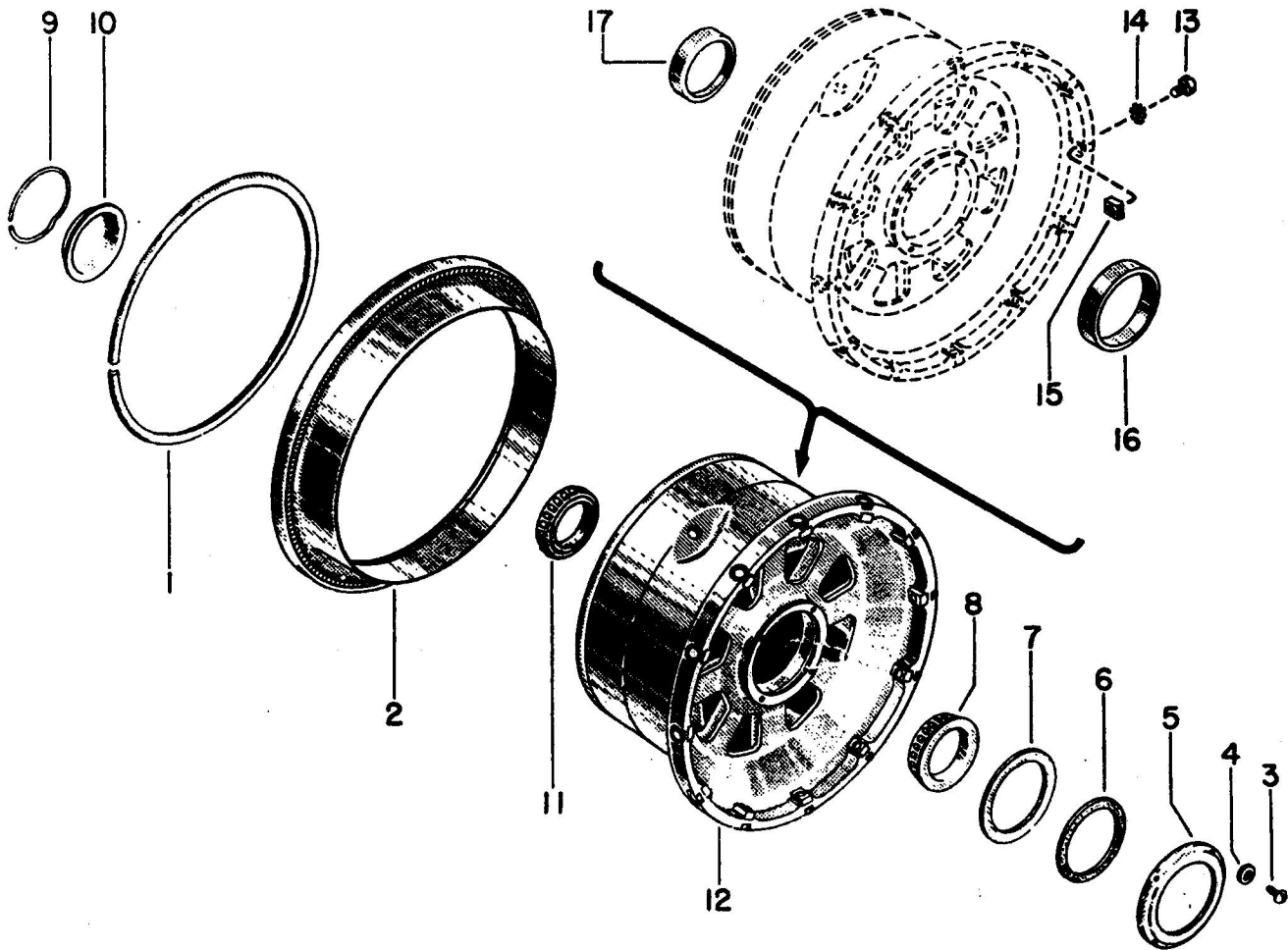
4-20. When mounting all airplane tires, the dual method of inflation should be used. This consists of inflating the tube just enough to set the tirebeads on the wheel flanges, then removing valve core and permitting the tube to completely deflate. This operation will permit the tube to equalize itself inside the tire and eliminate excessive stretching and thinning of the tube in the rim base section. Reinstall the valve core and inflate the tube to approximately one half the operating pressure. The tube should not be inflated to full operating pressure until the tire, tube and wheel assembly is mounted on the aircraft.

CAUTION

Soap or other solutions should not be used on the beads of the tire as these may cause slip-page during service.

4-21. BALANCE WEIGHTS. (See figure 4-3)

4-22. The procedure for installing weights on wheels



- | | | |
|---------------------------------|--------------------------------|--------------------------------|
| 1. Demountable flange lockring | 7. Inboard felt retaining ring | 12. Wheel subassembly |
| 2. Demountable flange | 8. Inboard bearing cone | 13. Aircraft bolt |
| 3. Round head machine screw | 9. Hubcap lockwire | 14. External tooth lock washer |
| 4. Plain washer | 10. Hubcap | 15. Disc drive key |
| 5. Inboard bearing closure ring | 11. Outboard bearing cone | 16. Inboard bearing cup |
| 6. Inboard felt bearing seal | | 17. Outboard bearing cup |

Figure 4-2. Landing Wheel for use with Single Disc Brake, Demountable Flange Type - Exploded View

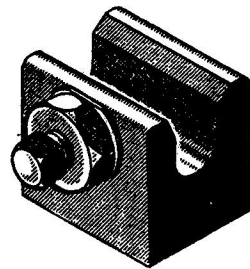
with internal ribs is explained in paragraph 4-25 and the procedure for wheels with the external ribs in paragraph 4-30.

4-23. Weights must not be placed close enough to the valve hole that they will interfere with or hinder access to the tube valve. Unless otherwise specified, the total amount of weight required to balance the wheel should be attached on one place opposite the point of maximum unbalance. If the valve hole is directly opposite the point of maximum unbalance and the weights cannot be attached in this area, the weights shall be evenly divided so that half the required weight shall be placed in each section adjacent to the valve area.

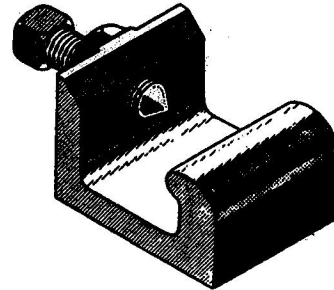
4-24. After balance weights are fastened to the wheels, they should be painted with one coat of aluminum lacquer, Specification MIL-L-7178.

4-25. INSTALLING BALANCE WEIGHTS ON WHEELS WITH INTERNAL RIBS.

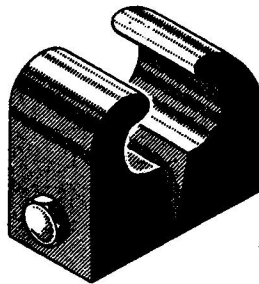
4-26. Wheels with internal ribs are of two types: one piece wheels and "box type" divided wheels. The "box type" wheel is that type in which each half is "boxed" in by inboard and outboard spoke structures and which contain a series of transverse or axial ribs as well as radial ribs. Both one piece wheels and "box type" divided wheels shall be balanced with clamp



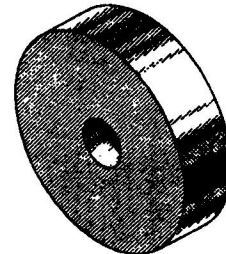
TYPE A



TYPE B



TYPE C



TYPE D

Figure 4-3. Balance Weights

weights, the three types of which A, B, and C are illustrated by figure 4-3. Divided type wheels shall have each wheel balanced individually. "A" type weights shall be used on their ribs which will seat in the bottom of the weight groove. "B" and "C" types shall be used on heavy ribs or on "beaded" ribs.

4-27. All clamp weights are attached to transverse or axial ribs as close to the wheel (or half wheel) centerline as possible. Where ribs are too shallow at the centerline to permit adequate clamping, the weights may be moved toward either face of the wheel. Weights should never be attached to radial or sloping ribs unless it is impossible or impractical to attach them to transverse or axial ribs.

4-28. In one piece wheels, where weights must be located farther from the centerline than half the distance from the centerline to either face of the wheel, the weight required, if two ounces or more, shall be divided so as to place approximately one half of the total weight on each side as nearly equi-distant as possible from the wheel centerline.

4-29. Wheels with demountable flanges shall have the flanges mounted with the word "VALVE" located over the valve hole before balancing.

4-30. INSTALLING BALANCE WEIGHTS ON WHEELS WITH EXTERNAL RIBS.

4-31. After balancing each wheel half, the amount of weight required shall be stamped on the register face of the wheel half in such a location as to indicate the subsequent positioning of the weight.

4-32. Before the cylindrical weights, type D, figure 4-3, are attached, Permatex #1 should be applied between the weight and the wheel.

NOTE

In some cases the use of a long screw may cause interference with the wheel mounting bolts, therefore the proper length screw should be used when different combinations of weights are required.

4-33. After the weights are securely tightened, apply Permatex #1 over the screw heads in order to protect the inner tube from possible damage.

4-34. The following table lists the weights used to balance Goodyear wheels with their types and part numbers.

WT. in Ounces	Type A*	Type B*	Type C**	Type D***
1	510064-1	511043-1	-	9510014
1 1/2	510064-2	511043-2	-	9510015
2	510064-3	511043-3	-	9510016
2 1/4	-	-	511428-1	-
2 1/2	-	-	-	9510017
3	510064-4	511043-4	-	9510018
4	510064-5	511043-5	-	9510019
5	511064-6	511043-6	511428-2	9510021
6	511064-7	511043-7	-	9510022
7	-	-	-	-
8	-	-	511428-3	-

*Type A and B weights include set screw, washers and lock nuts.

**Type C weights include bolts and nuts.

***Type D weights do not include screw, washer or nut, however, they require one of the following screws:

AN507-428-12, 16, 20, 24; one AN960-416 washer and one AN365-428 nut. The weight of the screw, nut and washer are included in the value stamped on the balance weight. For 1/2 ounce weight use bolt, washer, and nut only.

4-35. REASSEMBLY.

a. To replace bearing cup, immerse the wheel in boiling water for one half hour, then insert cup. Chilling the cup on ice before installation will shrink it for easier insertion. To insure proper seating of the cup on the shoulder in the wheel, the top edge should be tapped lightly. A fiber drift pin should be used to avoid damaging the cup.

CAUTION

Never attempt to remove or install a cup before heating the wheel.

NOTE

No special lubricants are required when wheels are subjected to extreme changes in temperature or climate.

b. To install new drive keys in a wheel, immerse the wheel in boiling water for one-half hour, then paint contacting surfaces of wheel and drive key with zinc chromate primer or paste. Position key in wheel and secure with screws and washers. Key screws or bolts should be tightened evenly to the specified torque and safetied in according to the following chart:

KEY SCREW OR BOLT TORQUE

Wheel Assembly	Size	Torque in Pound Inches	Safety Method
511413N	6.00-6	100 ± 10	High Torque - no staking
511413S	6.00-6	100 ± 10	High Torque - no staking
511960M-1	6.00-6	100 ± 10	High Torque - no staking
530637M	26 x 6	50 to 70	Stake end of screw in groove - 2 places
530698M	26 x 6.6	50 to 70	Flexlock FS 428 nut
530746M	26 x 6.6	100 to 140	Stake end of screw in core
530836M	32 x 8.8	160 to 190	Stake end of screw in groove
530840M-1	24 x 7.7	50 to 70	Stake end of screw in groove
530858M	6.50-10	50 to 70	Stake end of screw in groove
530884G	11.00-12	70	AN935-516L Lockwasher (Gear Drive)
530884M	11.00-12	175 to 200	AN935-516L Lockwasher
530966M	26 x 6	50 to 70	Stake end of screw in groove - 2 places

KEY SCREW OR BOLT TORQUE (cont)

Wheel Assembly	Size	Torque in Pound Inches	Safety Method
530975	17.00-16	100 to 140	AN935-516L Lockwasher
531031M	24 x 7.7	50 to 70	Stake end of screw in groove
531057M	32 x 8.8	160 to 190	Stake end of bolt in groove
540083M	65" inbd outbd	450 to 500 1100-1300	AN365-720 Locknut 1128-06 Shakeproof washer - no staking
9520265	5.00-5	100 ± 10	High Torque - no staking
9520682	6.00-6	100 ± 10	High Torque - no staking
9530019	24 x 5.5	*Lubtork 60	Stake end of screw in groove
9530174	26 x 6.6	160 to 190	Stake screw head in groove - 2 places
9530215	26 x 6.6	100 to 140	Stake end of screw in groove - 2 places
9530322	26 x 6.6	120	Stake screw head in groove - 2 places
9530328	26 x 6.6	50 to 70	Stake screw head in groove - 2 places
9530351	30 x 7.7	50 to 70	No staking
9530378	24 x 5.5	100 to 140	Stake end of screw in groove - 2 places
9530528	30 x 7.7	100 to 140	Stake screw head in groove - 2 places
9530531	6.50-10	50 to 70	Stake end of screw in groove
9530565	30 x 7.7	100 to 140	Stake screw head in groove - 2 places
9530584	32 x 8.8	180	Stake end of screw in groove - 2 places
9530691	24 x 5.5	*Lubtork 60	Stake end of screw in groove - 2 places
9530791	7.50-10	50 to 70	Stake end of screw in groove - 2 places
9530822	34 x 8.8	100 to 140	Stake screw head in groove
9540103	65"	1100 to 1300	1128-06 Shakeproof washer - no staking
9540133	65"	1200	1128-06 Shakeproof washer - no staking
9540179	46-9	450 to 500	1222-01 Shakeproof washer - no staking
9540262	17.00-16	300	AN935-516L Washer - no staking
9540316	34 x 9.9	160 to 190	Bolt heads lockwired in pairs
9540317	34 x 9.9	160 to 190	Bolt heads lockwired in pairs
9540323	32 x 8.8	160 to 190	Stake end of screw in groove - 2 places
9540332	17.00-20	300	Bolt heads lockwired in pairs
9540547	17.00-16	300	Bolt heads lockwired in pairs
9540568	26 x 6.6	100 to 140	Stake screw head in groove - 2 places
9540591	34 x 9.9	120	Bolt heads lockwired in pairs
9540633	26 x 6.6	100 to 140	Stake screw head in groove - 2 places
9540689	32 x 8.8	180	Stake screw head in groove - 2 places
9540747	17.00-20	300	Bolt heads lockwired in pairs

*LUBTORK - Lubricate threads and all bearing surfaces of bolt head and washer with anti-seize compound, Specification 3-GP-802.

c. When reassembling a divided type wheel, make sure the bolts are tightened to the torque indicated on pads located on the wheel casting. The demountable flange type wheel must be reassembled so that the line on the outside of the flange is adjacent to the line on the outside of the wheel. Wheels No. 9530215M and No. 530746M must have the grease retaining tube (10, figure 4-1) inserted between the two halves before they are bolted together. Demountable flange wheels which have the flange bolted to the wheel should have the washers placed on the bolts with the counter sink facing the bolt heads. These bolts should be drawn up evenly and torqued to the valve specified on the flange then safety wired in pairs.

d. Pack bearing cones with aircraft general purpose grease, Specification 3-GP-690, RCAF Ref 34A/122. Insert bearing cones, being sure that bearing cups are clean. Replace bearing closure ring.

e. If felt bearing seals are dry or new, lightly saturate with light machine oil, Specification 3-GP-335a, RCAF Ref 34A/124, Reseat felt seals against bearing closure rings.

f. Replace outer bearing closure ring, retaining screws or lockwire.

g. Check drive keys. If damaged replace; if loose, tighten retaining screws or bolts.

h. Slip wheel on axle with key side toward the brake; slide the wheel drive keys into the slots of the brake disc.

i. Replace washer; tighten axle nut until the wheel no longer turns freely. Back off the axle nut one adjustment hole and insert safety lock pin.

CAUTION

Too tight an adjustment of the axle nut may cause cracked bearing cups or wheels. Be sure axle nut is not so tight that the wheel drags nor so loose that the wheel can be wobbled sideways.

j. Replace hubcap and hubcap lock ring.

k. Replace fairing and fairing retaining screws or Dzus fasteners.

SECTION V

TEST PROCEDURE

5-1. TESTING.

5-2. Be sure wheel rolls freely when installed, but not so loosely that the wheel can be wobbled sideways. If wheel drags, remove axle safety lock pin, unscrew axle nut one adjustment hole, replace safety lock pin and retest. If wheel is too loose, remove axle safety lock pin, tighten axle nut one adjustment hole, replace safety lock pin and retest.

SECTION VI

PACKING OR STORAGE AFTER OVERHAUL

6-1. There are no special packing or storage instructions for single disc wheels.