

Addendum

Wheel Mounting

2006 Monarch[®] SE



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The following information supersedes the information printed in the 2006 Monarch Owner's Manual in **Section 2 - Driving & Safety** on **pages 43-44** under the "Wheel Mounting" heading.

WHEEL MOUNTING

Hub Piloted Mounting:

- Before using flange nuts that have already been used in service, apply two drops of oil at one point between the flange and hex. This will allow parts to rotate freely and provide the proper clamping force when tightened. Use any common lubricant typically used for fasteners. Examples are motor oil and general purpose lubricating oils. Excessive lubricant is not desirable, and will not improve nut torquing performance. Excessive lubricant makes the nuts hard to handle, attracts dirt, and may cause unsightly appearance to the wheel. Only used nuts require lubrication.
- Flange nuts generate higher clamping force. Always use grade eight studs with hub mount wheels.
- 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:

See the Chassis Owner's Manual for proper tightening sequence. Loosen and tighten lug nuts in pattern. Tighten in sequence to 50 ft. lbs. first, and then tighten to the torque specified in the chassis's Owners Manual. Over-tightening can cause distortion.

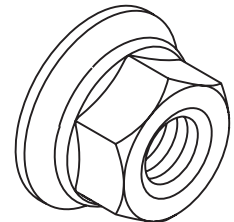
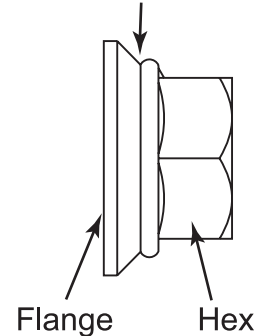
WARNING:

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 (refer to corresponding Chassis Owner's Manual).

For Used Nuts
Add 2 drops of Oil
Between Flange
and Hex



090268c

Flange Nut:
Front and side view

Dual Rear Wheels:

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

- 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.
- See the Chassis Owner's Manual for lug nut torque specifications.

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

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 500 miles of initial operations and after rotation, changing a flat or any wheel removal.



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