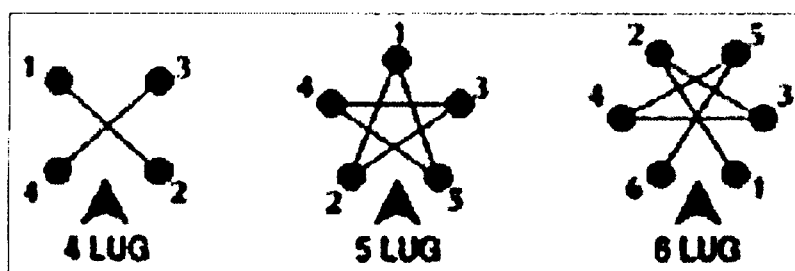


TORQING WHEEL NUTS – THE RIGHT WAY.

- An impact / rattle gun if used, must only be used to “nip up” the wheel nuts (for speed).
- An impact gun should never be used to achieve the final wheel nut torque setting.
- The correct nut torque sequence for the wheel must be used, to correctly and centrally locate the wheel on the hub.
- It is imperative that the final wheel nut torque must be achieved manually, using a properly calibrated, high quality torque wrench.
- It is essential that wheel nuts should be re-torqued after an initial run-in period (pre-determined km's), as per the caravan manufacturers own specifications.
- Wheel nut tension should be re-checked after the first 100 km of operation.
- The re-torqued wheel nuts, should to be carried out by an approved dealer or similar agent.



As a guide the suggested wheel nut torque is as below.

| | |
|-------------|--------------------|
| 7/16" studs | 80ft-lbs 108nm |
| 1/2" studs | 100ft-lbs 135nm |
| 9/16" studs | 140ft-lbs 190nm |
| 5/8" studs | 175ft-lbs 237nm |
| 10mm studs | 50ft-lbs 68nm |
| 12mm studs | 100ft-lbs 135nm |
| 14mm studs | 154ft-lbs 209nm |