

Brake Drum and Disc Wheel Installation



STEP 1: Cleaning the Hub and Brake Drum

Prior to installing the brake drum on the hub, remove any corrosion or material build-up which would prevent sure seating of the brake drum on the pilots and hub flange. The mounting surfaces of the hub and brake drum should be free of dirt, corrosion and debris. Use a wire brush to clean all mating surfaces. On the hub, pay particular attention to removal of rust, dirt and debris from the corners where the pilots meet the bolt flange.

STEP 2: Rotating the Hub

Rotate the hub so that one of the wheel pilots is at the twelve o'clock position (shown right).

Slide the brake drum over the wheel bolts taking care not to damage the threads and over the brake linings. Ensure that the drum goes over and onto the drum pilot on the hub and that the drum can be seated flat to the hub mounting flange.

If the brake drum is not seated properly, there is a risk that it will not seat flat to the mounting flange. The resulting runout of the braking surface will likely fail the brake drum if it is not seated flat on the mounting flange.



STEP 3: Position the Wheels

Position the wheel(s) over wheel bolts being careful not to damage the threads. Reset the wheel onto the 12 o'clock wheel pilot, and start one or two two-piece flange nuts to secure the wheel(s) and drum in position. Tighten the twelve o'clock nut to 50 ft-lbs.

Examine the twelve o'clock pilot to determine that the wheel and drum are seated flat. The coining of the brake drum pilot is shown to the right, which results from not mounting the brake drum over the pilot and flush with the mounting flange of the hub.

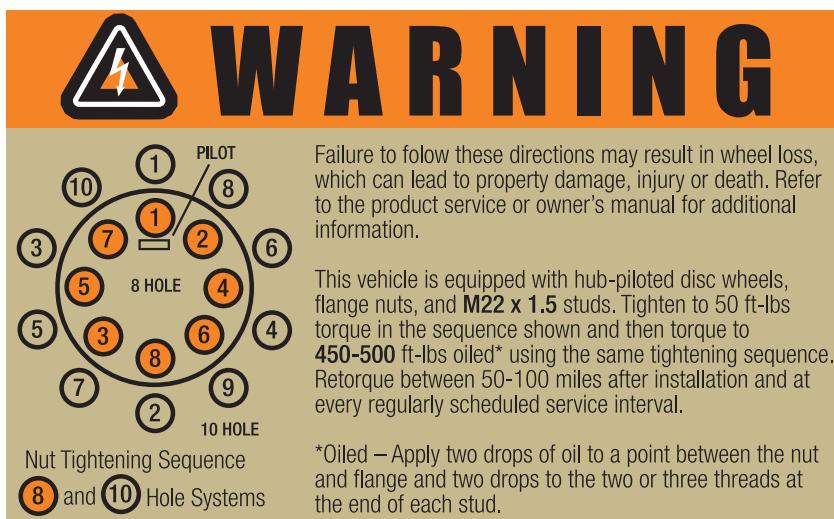


Torque the two-piece flange nuts with the tightening sequence and torque values on the back of this page.

See next page for:

Brake Drum Seating Diagrams
Wheel nut torque and tightening sequence

Wheel Nut Torque / Tightening Sequence



Brake Drum Seating on Mounting Flange and Pilot

