

2010 43QGP Allegro Bus

3/20/2013

83 – A - FYI – <u>REASONS TO CLEAN YOUR RV'S FRONT WHEELS</u>

AND TIRES. I'll try to explain why this file is going to be broken into four parts, A, B, C and D. One file would be too long I would not be able to upload one file where I desire the file to go.

Prior to starting **ANY** coach work I put on my **SAFETY GLASSES**. The front axle is fairly easy to jack up, safely support the front of the coach by the IFS (Independent Front Suspension) wheel ends then remove the wheels. Well two out of three is not bad, removing the wheels takes the proper equipment, the ability to handle two hundred pound wheels and tires and also the tools to remove lug nuts which should have been torqued to 450- 500 ft. lbs. In my case after watching the method Tiffin uses to reinstall the wheels, the wheels are designed to be torqued to a MINIMUM of 450 ft. lbs. and to a MAXIMUM of 500 ft. lbs., the reason for that statement. I watched as our wheels were reinstalled after Tiffin performed some work on our coach. The tech used a 1" air driven impact wrench to install the lug nuts on our coach. After using the air impact he then used a ³/₄" drive torque wrench to check the torque, needless to say he did not need to further tighten any lug nuts with the torque wrench because they were ALL well over the 500 ft.lb. MAXIMUM torque.

Back to me removing those lug nuts, I do not have the fancy 1" drive impact wrench. Instead I have a 1" drive 33MM deep well impact socket with a 12" long 1" extension joined to a 1" drive 40" long breaker bar. However even with four feet of extension my 175 pounds was not going to remove those lug nuts. However I learned during my teens working on log trucks and steel carrier wheels and tires all about leverage. I have all the leverage I need in two five foot sections of steel pipe. For storage, one smaller diameter pipe slides into the second pipe. The larger pipe slides over the 1" by 40" long breaker bar that gives me nearly 5 times my weight in torque well over 800 ft. lbs. If that is not enough torque the second pipe is slid into the larger pipe a couple of feet leaving me 8 feet of lever at my weight (8 x 175= 1400 ft. lbs.) There has not been a lug nut TOO TIGHT FOR ME TO REMOVE. To get back on track, Until this coach one of my semi-annual maintenance items was to remove, clean, check and re-install the wheels and tires on our coach's. Based on many reasons that wheel maintenance has not been performed on this coach and now our coach is three calendar years old (we purchased the coach as a Tiffin prototype one year old) when we purchased it two years ago.



Okay, I now have the front wheel and tires removed from the coach. I had previously cleaned the front axle in preparation for this maintenance. While the wheels are out of the way it is time to lube the EIGHT Zerk fittings on the front axle's wheel ends. First always clean the end of those Zerks prior to pumping in the grease.

Next maintenance in line is to remove as much surface rust as possible prior to painting the exposed bare metal. Components which will be moving metal on metal will not develop rust as it will be worn off during operation. The rust I am referring to is the bare metal on the wheel ends subject to rusting then while driving in rain the rust migrates to the outside of the aluminum wheels leaving rusty streaks from the center hub outward.

The wheel ends were first cleaned then painted BLACK to prevent rust from forming on the bare metal then showing up on the aluminum wheels





More often than not, I get carried away with my coach maintenance, in this case three years LACK OF CRUSINGATOR'S MAINTENANCE was really showing.

Cleaning the wheels and tires was the next operation prior to reinstalling the wheels and tires. I will not go into my long drawn out cleaning method I'll allow a photo to explain most of the work involved, I used six or seven applications of 303 protectant to the inside and a couple applications to the outside of each tire after the tires were degreased and cleaned. The wheels required plenty of elbow grease and Acetone. This photo was taken after cleaning one wheel and showing the other wheel as it looked when removed.

