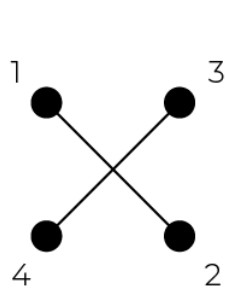
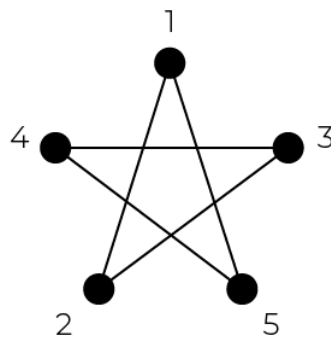


# TORQING WHEEL NUTS = THE RIGHT WAY

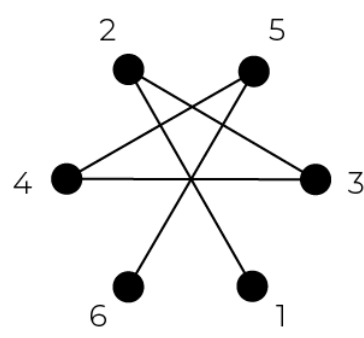
- An impact/ rattle gun if used, must only be used to "nip up" the wheel nuts (for speed).
- An impact gun should never be used to achieve the final wheel nut torque setting.
- The correct nut torque sequence for the wheel must be used, to correctly and centrally locate the wheel on the hub.
- It is 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 be carried out by an approved dealer or similar agent.



4 LUG



5 LUG



6 LUG

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