



TECHNICAL SERVICE BULLETIN

980355-007

TITLE:
REAR WHEEL TO HUB INTERFERENCE

APPLICABLE MACHINES:
355, 385

SYNOPSIS:
The rim is not sitting flush onto the hub assembly.

There are five nuts and bolts that hold the rims together on all 355 and 385 machines. Once these nuts are tightened down, the rim is then installed onto the hub. There have been some cases where the rim was hanging up on the hub and it was discovered that there is very little clearance between the hub and the rim nuts. If the flats of the nuts are not positioned in a certain way, they will get hung-up on the hub. The rim will not sit flush onto the hub and soon the holes in the rim will tear out or the studs will break.

The only way to verify this is to take off the wheel and lay it face down on the ground. Remove the hub from the motor and place it onto the back of the wheel. You will now see if any of the rim nuts are turned in such a way that the hub does fit completely flush onto the surface of the wheel. Rotate any of the nuts if necessary. Refer to Fig. 1 for assistance. **After reassembly, re-torque the hub nut to 200–250 ft. lbs. and the lug nuts to 85–95 ft. lbs.**

