

ASV / TEREX - RC / PT 30 MACHINES

BEARING & RACE INSTALLATION "TIPS"

It is recommended to be aware and use all safety precaution methods such as heat resistant gloves, safety glasses, full face safety mask, non-flammable clothing and steel toed protective boots. Keep away from children. Bair Products, Inc. is not responsible for any and all damages or injuries.

The Part # letters stamped on the wheel need to face outward from the roller frame to be installed properly.

The OEM set up has a wiper ring that looks like a large washer between the wheel and frame. Remove this ring and do not install it. The new wheel from Bair Products will have a wear washer bonded to the back side of the wheel. Install the new wheel and tighten the retaining nut. If the wheel is bound up, then remove the wheel and take a flat tip screw driver and knock off the washer and reinstall. Under some circumstances the location of the axle being a few thousandths either way may bind up the wheel.

IT IS CRITICAL THAT RACES ARE PRESSED UNTIL THEY BOTTOM OUT ON THE SEAT! If they are not, bearing failure is bound to happen. If the race is not properly installed and there is a gap between the race and bottom of the seat, a false pre-load will occur and bearing failure is imminent.

If available, take a feeler gauge 1-1000ths thick, bend the end, 90 degrees ¼" long. Now check the clearance between the back of the race and land. If the feeler gauge will not slide between the land and race it is bottomed out correctly. **For ease of installation and to produce best results try shrinking the race and expanding the wheel THE PERFERRED METHOD FOR RACE/CUP INSTALLATION IS:**

SHRINKING THE SIZE OF THE A RACE: Place race in a freezer, cooler of ice or method of your choosing for approximately (½) half hour.

EXPANDING A WHEEL FOR RACE INSTALL: A dab of white paint can be seen inside the hub of the wheel. This is heat sensitive paint. When the wheel is heated to 250 degrees the paint will turn clear and the race will drop right in. Heat may be applied in the following ways: Place in an oven at approximately 250-300 degrees for no longer than 10 minutes, use a halogen lamp or other method of choosing to heat the wheel, but not so hot that it may cause damage to the aluminum alloy.

Using all safety precaution methods such as heat resistant gloves remove the race and the wheel from its cold and heat source. Insert the race into the wheel. At all times, visually inspect the race to make sure it is at the bottom of the seat. Proceed with final installation of bearing. *Remember to pack bearings with grease.*

IF FRONT OR REAR IDLERS will not turn when installed, remove the added on WEAR RING. The wear ring was designed to help eliminate snap ring groove wear on the back of the wheel. In some cases this ring needs to be removed with a standard screwdriver and a hammer because of there will not be enough clearance. In some circumstances, the location of the axle being a few thousandths either way may bind up the wheel.

INNER SEAL INSTALLATION - The metal ring located on the seal will face to the outside of the wheel. The rubber will face inside the wheel when installed.

SEE ATTACHED DRAWINGS FOR INTERNAL PARTS STACKING ORDER.

Do Not Install this wheel the same as an OEM Wheel.

The internal design of the wheel has been modified so that the end user will have *bearing preload adjustability*. DO NOT Torque the retaining nut the same as OEM.

On the RC/PT 30 wheel, the axle has no keyway slot. Using the supplied **Locking nut** install the nut and slowly tighten, grabbing the wheel, pulling in and out. When there is no movement, stop tightening the lock nut. This is at zero pre-load. Mark the wheel at the outer edge with a marker at 90 degrees. Measure to the right 2” outside the edge of the wheel. Tighten the nut to that mark. The bearing is now at the proper preload torque. Do Not Over Tighten.

1. Place the assembly on the axle.
2. Place the outer bearing in the wheel.
3. Loosen the nut and then tighten to finger tight only to zero the preload.

Options for preload adjustment

1. Use a torque wrench to set to 100 inch pounds or 8.3 foot pounds or 13.0 newton meters.
2. If a torque wrench is not available, this method will still work. Perform Install Item #6 listed above, then clock the grease fitting port vertical using a marker. Transfer a mark at the outer end of the wheel, measure and place a mark to the right 2”. Set the socket vertical at 90 degrees and rotate to the right to your index mark. This will be very close to proper preload torque.

The above installation “Tips” are for information purposes only. Bair Products is not responsible and does not warranty wheels due to improper installation of bearings and races, adjustment for lack of grease or maintenance of bearings which may cause bearing failure to the wheel or roller frame or if the above methods are used and bearing failure may still occur. Bair Products recommends installation be performed by a certified dealer or contact your dealer for detailed directions to install races and bearings. WHEEL WARRANTY - If wheel failure occurs due to manufacturing defects, the customer may ship at their expense the failed wheel, bearings and races to Bair Products, Inc. for review. Include the name of the company the wheel was purchased from, contact number and a copy of the invoice. Bair Products will review the damage and determine if the cause of failure is due to a manufacturing defect or improper installation of parts and assemblies. Bair Products is not responsible for any type of wheel damage or failure due to bearing failure, improper installations or apparent damage to the wheel by continuous use with failed bearings still installed or extreme usage not recommended by machine specifications.

**INTERNAL PARTS ORDER THE FOR "OUTSIDE OF THE WHEEL"
FACING AWAY FROM THE UNDERCARRIAGE FRAME**

REF#	PART#	QTY	PART NAME
1	Do Not Re-Install part SPACER		
2	#07196	1	Race and Bearing
5	#6559	1	Lock Nut
6	#1004	1	Outer Dust Cap
7	#1041	1	Snap Ring

RC / PT 30 Machine

