6-1 Tire/Wheel Change Pro.

6-1 TIRE/WHEEL CHANGE PROCEDURES

6-1.1 Tire/Wheel Change Procedure

The wheel/tire assemblies used on your coach are heavy-duty truck-type. They are heavy and may be difficult to handle. If at all possible, changes should be accomplished by a service station equipped to handle truck equipment. However, if a situation arises where no service facilities are available, the following procedures may be used.

!!CAUTION: Severe injury or death may result. DO NOT use the leveling system for changing tires or working under the vehicle. Keep the rear wheels in firm contact with the ground with the parking brake set. With the leveling jacks extended, there is a possibility the vehicle may move either toward the front or the rear.

NOTE: Jack and lug wrench are not furnished with your coach. An outside drive axle wheel may be used to replace front or rear wheel until permanent replacement can be made. Road speed must not exceed 40 mph.

6-1.1.1 Front Axle Wheels

1. Drive coach out of traffic lane onto a level surface capable of supporting jack.
2. Turn on hazard flasher and apply parking brakes before leaving coach.
3. Turn off ignition and set transmission selector to Neutral (N) position.
4. Remove white plastic wheel saver from road side rear luggage compartment.
5. Place wheel chocks against front and rear of tires on opposite side.
6. Place jack under axle and raise slightly until securely in place.

!!CAUTION: Bumpers are not designed for lifting and/or towing of the vehicle.

7. Pull off lug nut covers.
8. Install wheel saver.

NOTE: It is recommended that the wheel saver be used when loosening or torquing lug nuts.

9. Loosen lug nuts slightly, then jack up coach until tire is clear of ground. Solidly support the vehicle under the main frame rails with jack stands or blocks before working under or around the coach.

NOTE: Lug nuts on right side of coach are right hand threaded (turn counter-clockwise to loosen, clockwise to tighten); lug nuts on driver's side of coach are left hand threaded (turn clockwise to loosen, counter-clockwise to tighten).

10. Remove lug nuts and wheel assembly.
11. Install spare and replace lug nuts. Tighten progressively in the sequence shown on lug nut tightening sequence diagram, starting with #1 and proceeding to #10. Final torque will be 450 to 500 foot-pounds. Wheel must be on the ground for final torque.
12. Snap front hub cover into front wheel opening after front lug nuts have been properly torqued.
13. Place lug nut covers on all lug nuts. Make certain that these nut covers fit snugly. This is accomplished by squeezing the dimpled sides together before installing.
14. Lower coach to ground and remove jack and handle.
15. Replace wheel saver, lug wrench, jack and handles in storage compartment and tie down to prevent road noise. Return damaged wheel/tire assembly to holder and have it repaired as soon as possible.
16. Remove and stow wheel chocks.
17. Turn off hazard flasher before returning to traffic.

6-1.1.2 Drive Axle Dual Wheels

1. Repeat steps 1 through 10, Front Axle Wheels.
2. Loosen inner lug nuts (studs with square heads), if inner wheel is to be replaced.
3. Remove outer lug nuts from the (5) studs which have lock rings and slide hub cover over remaining lug nuts.
4. Remove the (5) remaining lug nuts and wheel.
5. Remove inner lug nuts and inner wheel, if inner wheel is to be replaced.
6. Install replacement wheel and inner lug nuts. Tighten progressively, in the sequence shown on lug nut tightening diagram, starting with #1 and proceeding with #10. Final torque should be between 450 and 500 foot-pounds.
7. Install outer wheel (or replacement wheel) and lug nuts over inner lug nuts marked 1, 3, 7, 9 and 6. Torque nuts in the following sequence, 1, 7, 6, 3 and 9 to between 450 and 500 foot pounds.
8. Install hub cover over the (5) lug nuts holding wheel to hub. Place lock rings and lug nuts on remaining inner lug nuts 10, 5, 2, 4 and 8.
9. Replace wheel saver.
10. Torque nuts in the following sequence 10, 2, 8, 5 and 4 to between 450 and 500 foot-pounds. Wheel must be on the ground for final torque.
11. Return to step 13 of Front Axle Wheels and continue.

NOTE: When checking torque on dual wheels loosen all outside lug nuts. Check torque on inner lug nuts (studs with square heads) for torque value shown above, then torque outer lug nuts to value shown above.

6-1.2 Tire Inflation – Towing – Trailer

6-1.2.1 Tire Inflation

Under-inflation causes needless tire wear and promotes excessive fuel consumption. Check tire pressures on a regular basis.

The Federal Certification Label shows the cold tire inflation pressures necessary to support the Gross Axle Weight Ratings.

These pressures can be reduced to greatly improve the ride quality after the actual axle weights have been determined (see *Vehicle Loading* in the Introduction section).

The chart below is taken from the Michelin Tire Data Book and shows the recommended tire inflation pressures for various axle weights. If any axle weight is on the borderline, always use the higher pressure. Be sure weight is distributed evenly side to side.

LOADS PER AXLE (lbs.) AT DIFFERENT PRESSURES
2 TIRES: SINGLE (8) 4 TIRES: DUAL (D)
INFLATIONS PRESSURE (psi)

MICHELIN SIZE - 12r-22.5 MAX. SPEED - 65 MPH

	psi	70	75	80	85	90	95	100	105	110	115
lbs.	S	9,410	9,980	10,560	11,140	11,740	12,310	12,910	13,480	14,060	14,780
	d	16,840	17,860	18,960	20,030	21,130	22,190	23,220	24,220	25,220	26,440

In addition, a tire inflation information plate is located inside the road side luggage compartment near the air gauge and hose. These are normal pressures as long as the axle weights are not in excess of those shown.

6-1.3.2 Towing

Two towing eyes are provided behind the upper part of the generator door. Remove generator panel for access.

!!CAUTION: Do not tow a vehicle equipped with Allison automatic transmission unless the drive shaft has been removed, or the rear wheels raised from the ground. Do not attempt to tow unit by front axle or cross member. Damage to wiring and/or air lines can result because of proximity of these items to front cross member. Do not tow with generator tray extended. Do not tow by the bumpers. Air pressure is required to release brakes.

6-1-3.3 Trailer Hitch Capacity

The Receiver Type Hitch and Drawbar are rated for a 10,000 lb. maximum towing capacity and a 1,000 lb. maximum tongue weight capacity.

Standard equipment includes a 2" hitch ball with a 1" shank rated for a 5,000 lb. maximum towing capacity and 500 lb. maximum tongue weight. Hitch ball nut must be torqued to 200 ft. lb.

NOTE: For more towing capacity, we offer an optional 2 5/16" hitch ball with a 1 1/4" shank rated for a 10,000 lb. maximum towing capacity and a 1,000 lb. maximum tongue weight. Hitch ball nut must be torqued to 200 ft. lb.

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