

- 6-87 Tighten cap 58 with screws 4 against shims 2.
- 6-88 Tighten ring 8 with screws 4 against the proper amount of shims 2 to give a slight drag on shaft.

NOTE

This drag is best selected by noting if the shaft will spin after a sharp twist. This must not be too tight. It should be taken up, however, to remove all slack.

- 6-89 Reverse Steps 6-40 to 6-51 to reassemble.
- 6-90 WHEEL AXLE ASSEMBLY (Drawing 4T5B-2 - Axle 1, 2, 3 is a welded assembly)
- 6-91 Sleeve 12 is provided to space bearings 13 so that when nut 6 is tight the bearings will not be under pre-load. At least .005 more length is required in this sleeve than the distance between the shoulders which nest bearings 13.
- 6-92 Nut 9 should never be adjusted too tight.
- 6-93 Spin hub as nut 9 is tightened until a slight drag is noted on hub. Back off nut one hole to relieve drag.

NOTE

In adjusting for tightness in the hub, the slack should be taken out, but no appreciable amount of drag (or pre-load on the bearings) should be present.

- 6-94 If axle is removed, before replacing check on face plate and with square to determine if any bends have occurred in operation, the shafts 1 and 2 should be in the same plane and at right angles from the connector 3.
- 6-95 SPRING SUSPENSION (Drawing 4T5A-3)
- 6-96 The spring suspension is a linkage wherein all four wheels on each side are interconnected to one large central spring. The end arms 1 and 6 are mounted  $45^{\circ}$  less than a right angle to provide for the correction of rocking of the cab.
- 6-97 The center arms 7 and 10 are mounted at  $90^{\circ}$  to provide equal ground pressure on the four center wheels.
- 6-98 The center spring 15 is pre-loaded so that the fibre stress of the spring will not reverse.
- 6-99 The draw bar guide bushing 14 will be found to sustain some wear. This should be replaced after it has worn to show  $1/8$ " of play on the drawbar.