

Date NOVEMBER 1981

Distribution No. 900-771-138UK

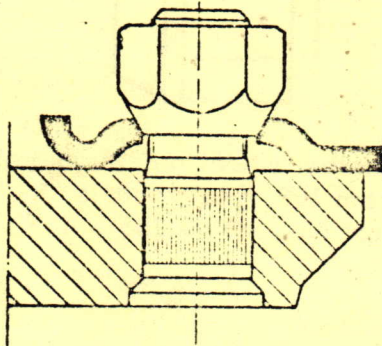
MODEL 900

Subject: DANGER OF OVERTIGHTENING WHEEL NUTS
AND REVIEW OF WHEEL NUTS NOW USED

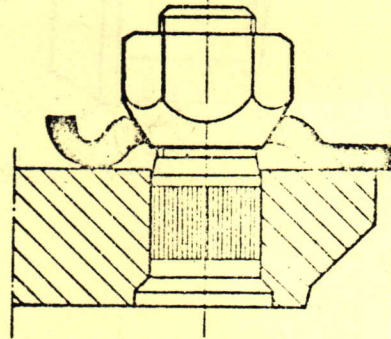
Some instances of incorrectly tightened wheel nuts have been brought to our attention. We would, therefore, remind dealers to be aware of the following points during normal servicing procedures.

Steel Wheels

Used wheels should be checked around the wheel nut holes for any deformity of the nut locating boss and the formation of cracks from the hole outwards. Ensure that the conical face of the wheel nut does not protrude too far through the hole.



Position of wheel nut in new wheel



Limit of permissible wear using new wheel nut

If the wheel nut protrudes too far through the wheel due to over-tightening or wear of the wheel nut/wheel conical seat, cracks can form in the body of the wheel.

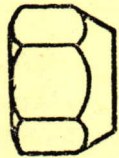
Torque wheel nuts to 64-73ft lbs.

Do not use impact wrenches.

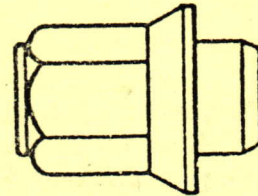
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Wheel Nuts

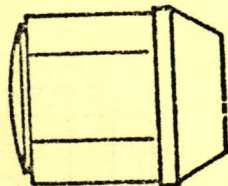
A review of the various wheel nuts available is pictured below. Do not interchange.



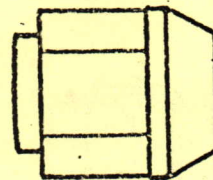
Conical wheel nut for steel wheels up to 1981 year models
Part.No. 89 09 145



Wheel nut with flange for aluminium wheels up to 1981 year models
Part No. 89 19 656 (19) 11973 EMS
" 89 39 787 (19) 22988 Turbo



Conical wheel nut for steel wheels as from 1982 year models
Part No. 89 47 277



Conical wheel nut for aluminium wheels as from 1982 year models
Part No. 89 47 285

Special attention should be paid to the fact that the 1982 TRX wheel, whilst similar at first glance to previous wheels, has conical wheel nut location instead of sleeve nuts.

DH/DGS