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Savannah Tip No: 20

If you notice that a wheel on your Savannah appears to be “running out” or not running true when you spin the wheel, then you may want to try this method of adjusting the wheel bearings.

Jack up the offending wheel by jacking under the landing gear spring on the main wheels or by tying down the tail for the nose wheel. Remember to chock all wheels still in contact with the ground, and to pack under the fuselage at a strong point as a safety measure should the jack slip or leak down.

Important: Deflate the tyre by removing the valve. Loosen the nylock nuts on the 3off 8mm bolts holding the two halves of the wheel together. Do not remove these nuts but just loosen enough so that the bolt spins freely.

Bend back the lock washer tab so that the bearing adjusting nut can be turned. Tighten the bearing adjusting nut until there is noticeable resistance in turning the wheel. At this stage the wheel hub should be “running true” within 0.5mm to 1mm at the rim. Loosen the retaining nut until there is a small amount of side play on the bearings, and then tighten the nut until all the side play is removed plus another 2 notches on the nut. Lock the nut in this position with the tab washer. Check for free rotation of the wheel with a small amount of resistance to turning.

Important: Retighten the 3off 8mm bolts to 25Nm torque, and only then reinflate the tyre. Check the runout of the wheel which should be improved. If the runout is no better then it is likely that the bearing housings in one or both of the wheel halves will need machining and oversize bearings installed. Call me for details of the oversize bearings available. My details are available on my web site www.aerokits.net.au