

DRIVESHAFT NUT

This documentation can be used as a reference guide when replacing the inner drum driveshaft nut.

The two old style driveshaft nuts are replaced by one new style Spieth locknut.

Old Style Nuts



New Style "Spieth Lock Nut"
MQ Part Number – 3-57238



Old Style R & R Tools



New Style R & R Tool



Always replace the nut on the short drum side first. Notice in the picture one drum is shorter.

Rear right drum is short →

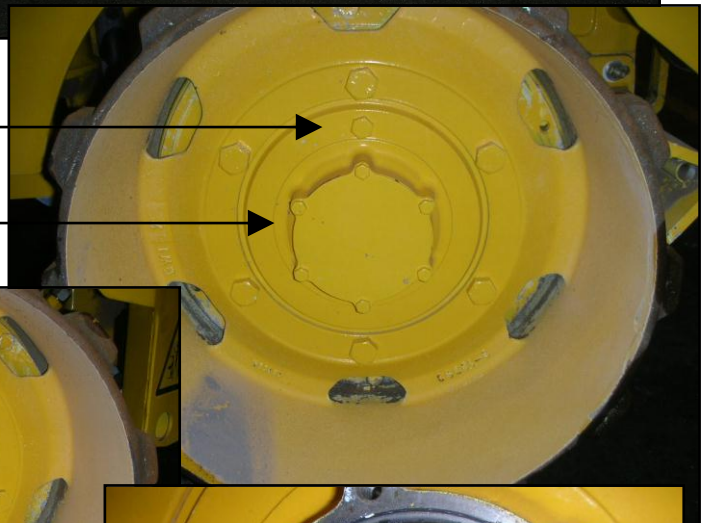
Front left drum is short



Position oil plug at 12 O'clock

Remove cover to access the nuts

Only a small amount of oil will be lost.





Use the special socket to remove the old style nuts

When installing new nut:

- Ensure shaft threads are clean and lightly oiled.
- 6 locking screws should be loose.
- Thread new nut on by hand, screw it in till it stops and back it off the mating surface about .100" about half a turn.



- Begin to snug all 6 screws evenly in a crisscross pattern until lock nut is barely turnable by hand.



- Using the special socket, tighten nut to (220Nm) – 162 ft. lbs.



- Lock the nut in place by tightening all 6 Allen head screws in a crisscross pattern to (2.9Nm) 26 in. lbs.



- Replace the O-Ring P/N 3-62138
- Re-install cover.



ASSEMBLY OF SPIETH ADJUSTABLE LOCKNUTS:

Note that the locking screws can only be tightened when the nut is engaged entirely on the male thread to avoid distortion of the locknut. Clean and oil the thread before engaging the nut. Once a Spieth locknut has been preloaded and locked on a thread, it should not be put on another thread. Otherwise, high adjustment accuracy might not be achievable.

For all MSR, MSA and up to size 70.46 MSW Locknuts: With locking screws D loose, screw the locknut on to the shaft thread C until it is within .100" of the mating face E (Fig. 18).

With an Allen wrench, slightly tighten each locking screw D crosswise and uniformly until the locknut is barely turnable by hand (the flank clearance is nearly eliminated). In this condition, the centerline of the locknut has coincided with the centerline of the spindle, the mating face A is perpendicular to the common centerline, and the thread flanks of the locknut are in uniform contact over the full circumference of both the clamping and locking section (Fig. 19).

With a spanner wrench, tighten the locknut against the mating face E, with three to five times the required

preload to prestretch the threads, eliminating any subsequent compaction of nut, shaft threads and contact surfaces. (Radial or face spanner wrenches are available upon request). Then loosen the locknut and torque to the desired preload.

Secure the locknut in position by tightening the locking screws D gradually, evenly, and crosswise. Face and radial runout of the mating component caused by summation of small errors in parallelism in the connecting parts can be eliminated by individually adjusting the locking screws (Fig. 23).

To release a SPIETH Adjustable Locknut, slightly loosen the locking screws D crosswise before completely releasing all screws to avoid binding the last screw.

The locknut can be easily tightened or loosened by means of a modified Allen wrench or by a special tube wrench with prongs or pins when assembly and disassembly must take place axially. (Fig. 21, 22)

For heavy preload, use radial spanner holes rather than face spanner holes to avoid deflection of the membrane of the locknut.

Fig. 18

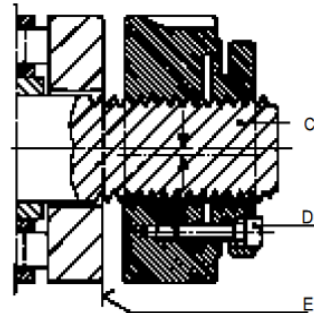


Fig. 19

