

Date Created: 18/06/2019

Product: Snake S2

Title: Stub Axle Flush Mount Kit (450-000-130)



SAFETY! Before attempting to make any adjustments or carry out maintenance on the mower, review the hazard identification table (section 3a of your Operator Manual) and take all necessary precautions.

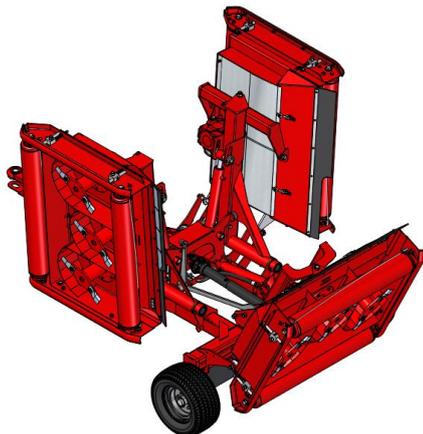


IMPORTANT:

A Power Drill with a **13mm (1/2")** Chuck is required for this process.

Ensure all appropriate PPE is used when using power tools!

Please read through this entire process before beginning the repair.



Position the Snake S2 on hard level ground.

Ensure the Mowing Decks are in the transport position and the Transport Locks are engaged.

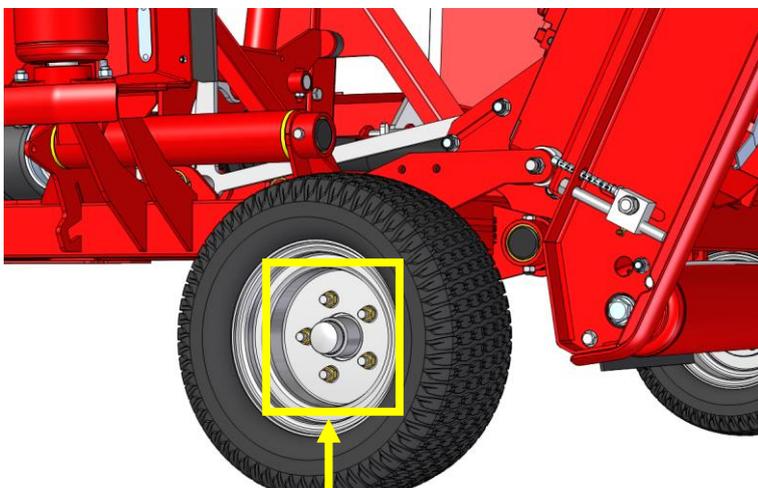
There is no need to disconnect the Tractor from the Snake.

Ensure that the Tractor is switched off and all controls are in neutral.



Note:

Please see your Operators Manual for further detail about raising the Mowing Decks if required.



Slightly loosen Wheel Nuts

At the LH side of the Chassis, slightly loosen the five Wheel Nuts (**416-842-890**) shown.

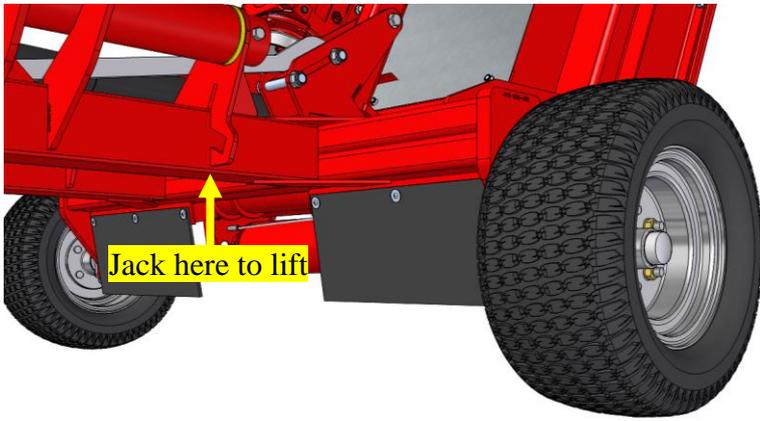
Repeat at the RH side of the Chassis.



IMPORTANT:

DO NOT remove the Wheel Nuts completely at this stage!

It is easier to loosen these Wheel Nuts while the weight of the Chassis is preventing the Wheels from rotating.



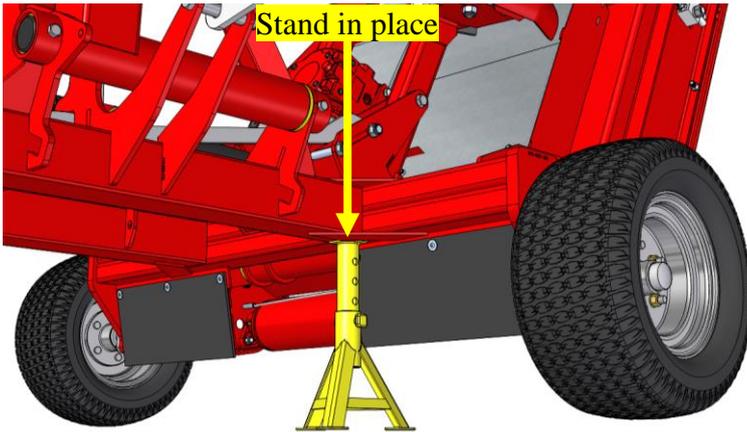
Use a Floor Jack to lift the LH side of the Chassis in the location shown.

Lift the Chassis until the Wheel is clear of the ground.



IMPORTANT:

The Floor Jack needs a **MINIMUM** rating of 2 ton.



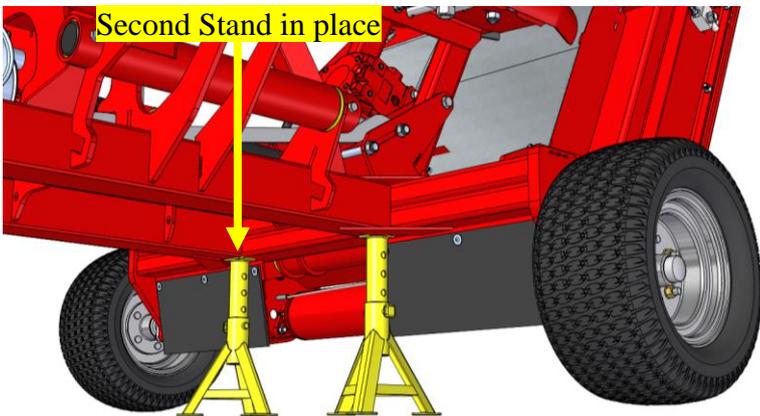
Place an Axle Stand in the location shown to provide support to the Chassis.

Lower the Chassis onto the Axle Stand ensuring that the Wheel is off of the ground.



IMPORTANT:

The Axle Stands needs a **MINIMUM** rating of 2 ton.



Remove the Floor Jack.

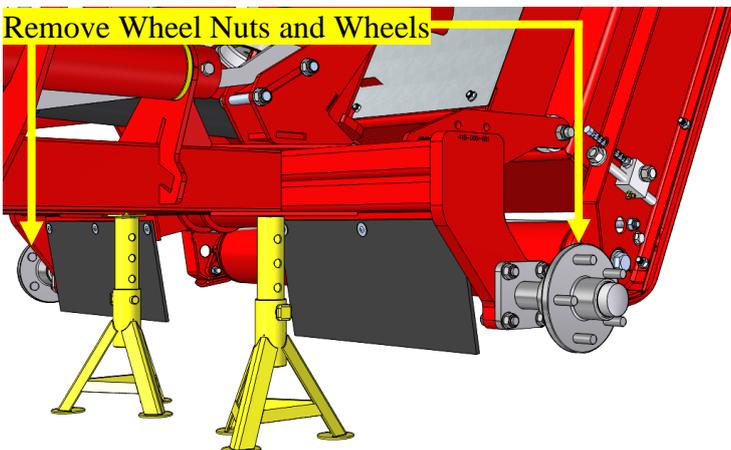
Repeat the lifting and Axle Stand process at the other side of the Chassis.

Before proceeding, ensure that the Snake S2 is securely positioned on the Axle Stands.



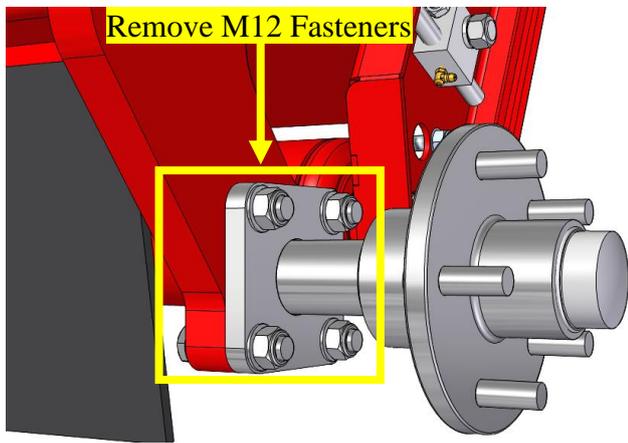
IMPORTANT:

The Axle Stands needs a **MINIMUM** rating of 2 ton.



Completely remove the Wheel Nuts (416-842-890) from the both Wheels.

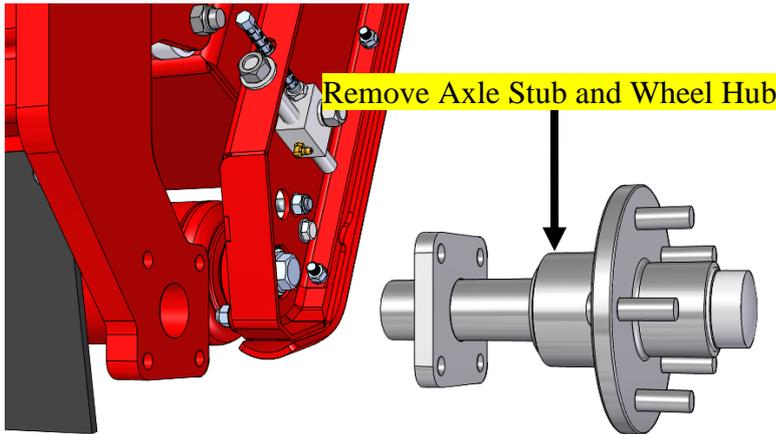
Remove both Wheels (416-000-074).



Remove the four M12 x 55 Bolts, M12 Nyloc Nuts and eight M12 Flat Washers used to secure the Stub Axle and Wheel Hub to the Chassis.

Discard the Nuts and Bolts.

Retain the M12 Washers.



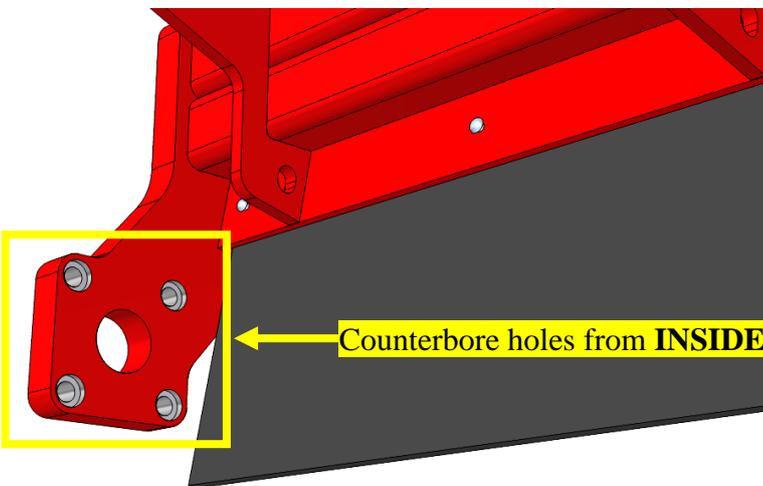
Remove the Axle Stub (418-000-682) and Wheel Hub (416-000-001) as a unit.

Repeat the above for the RH side.



IMPORTANT:

There is no need to separate the Wheel Hub from the Axle Stub during this process.



Using the supplied M12 Counterbore Bit (905-002-224) and a Power Drill, counterbore a recess at each of the Stub Axle Mounting Holes.

These counterbored recesses need to be from the **INSIDE** of the Chassis to a depth of **5mm (3/16")**.

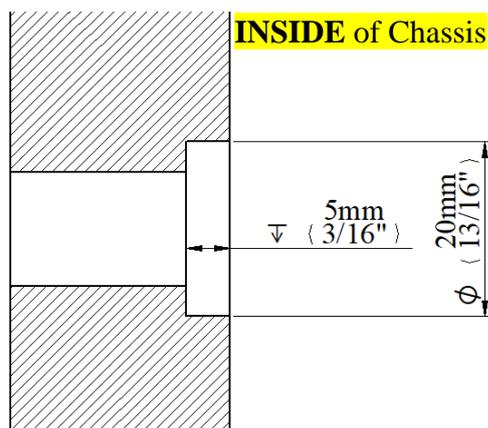
Use a generous amount of cutting fluid during this process and keep drill RPM **LOW** while applying constant pressure.

Ensure that the Drill remains **SQUARE** to the Chassis!



OUTSIDE of Chassis

INSIDE of Chassis



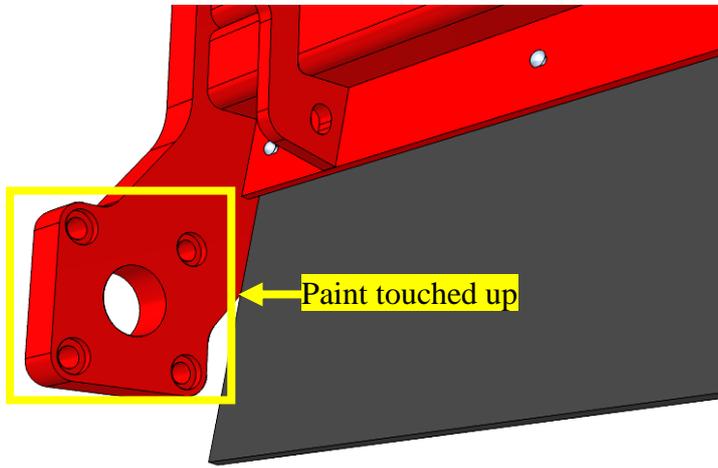
Opposite is a drawing detailing the dimensions of **ONE** counterbored hole for reference.

Repeat the above at the RH side. These must also be done from the **INSIDE** of the Chassis.



IMPORTANT:

These recesses will be used for the heads of the new M12 x 55 Studs.



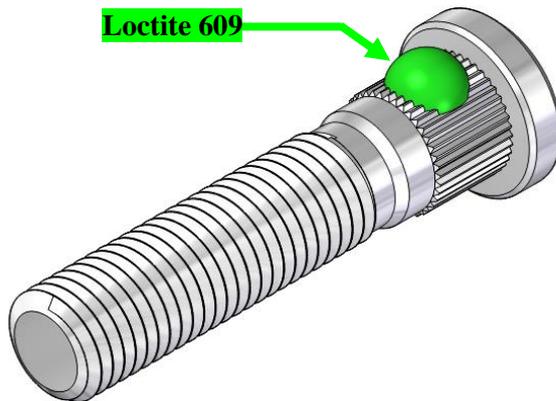
Prepare and apply appropriate touch up paint to the counterbored holes following the paint manufactures instructions and drying times.

Repeat the above for the RH side.



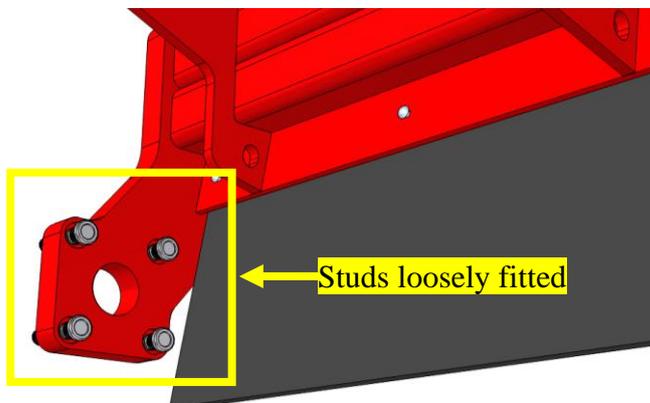
Note:

Trimax Red colour code is: **RAL3020**.

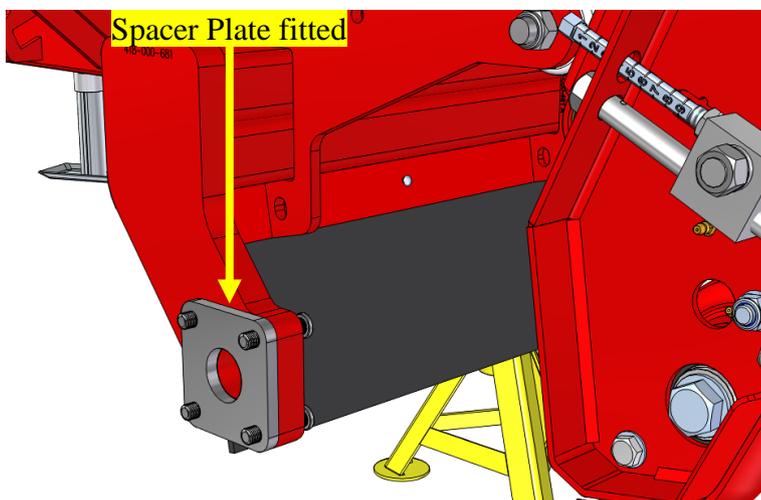


Once the paint is dry, apply a small amount of the supplied **Loctite 609** to the splines on each M12 x 55 Stud (**450-000-129**)

One shown.



Loosely fit the prepared Studs into the Counterbored holes from the **INSIDE** of the Chassis as shown.



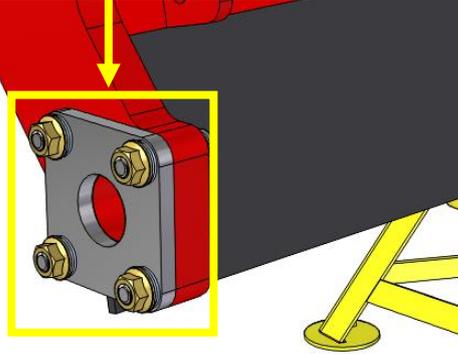
Fit the Spacer Plate (**418-000-769**) in place over the Studs.



Note:

This will help ensure that the Studs remain square when installing.

Washers and Flange Nuts fitted



Fit two of the old M12 Washers over each Stud.

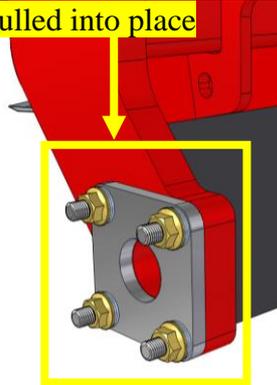
Fit an M12 Flange Nut (**450-000-078**) onto each Stud with the flange facing **INWARDS**.



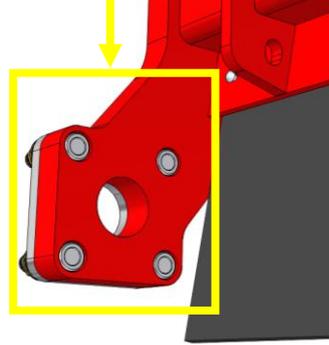
Note:

The Washers will make it easier to tighten the M12 Flange Nuts when installing the Studs and stops the serrations in the Flange Nuts from biting into the Spacer Plate.

Studs pulled into place



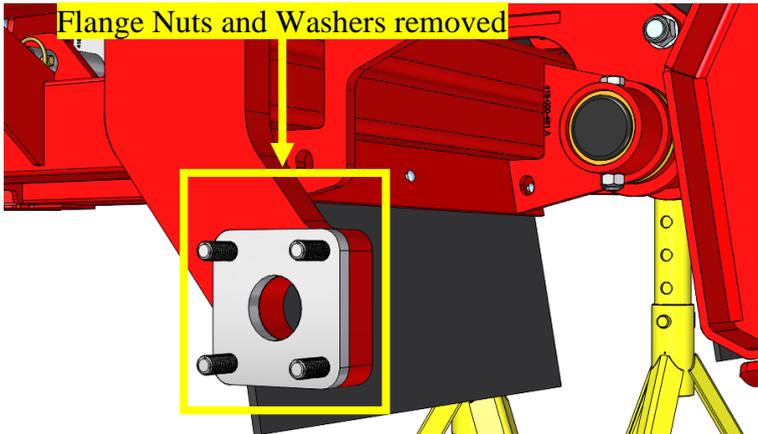
Studs **FLUSH** with plate



Gradually and alternately, tighten the M12 Flange Nuts using a Ratchet until the head of each Stud is fully seated in its counterbored hole. This should be **FLUSH** with the surface of the plate.

The LH image shows the Studs from the **OUTSIDE**, the RH image shows the Heads of the Studs from the **INSIDE**.

Flange Nuts and Washers removed

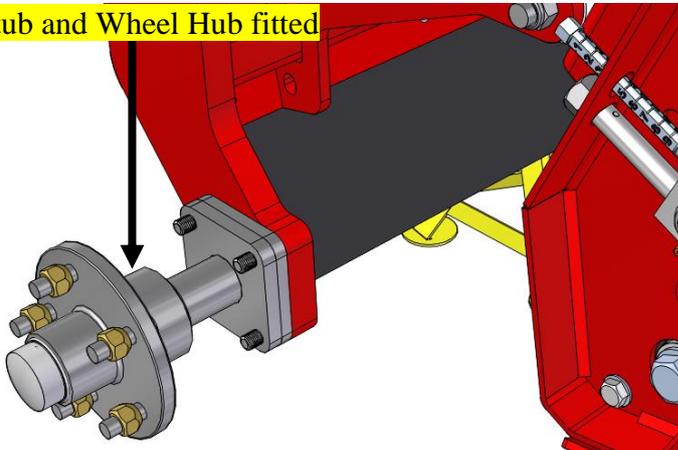


Remove the M12 Flange Nuts and M12 Flat Washers.

Discard the M12 Flat Washers.

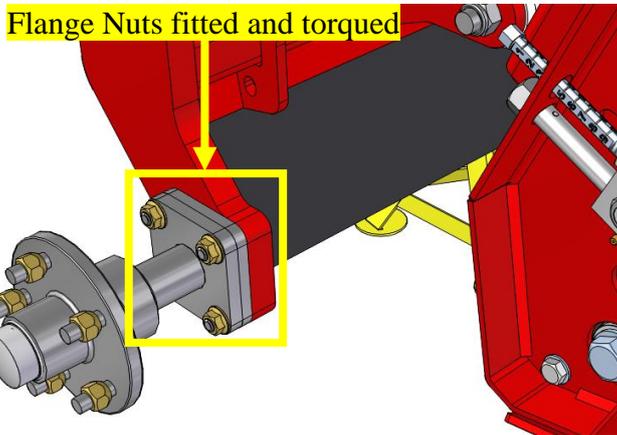
Repeat the above to fit Studs to the other side.

Axle Stub and Wheel Hub fitted



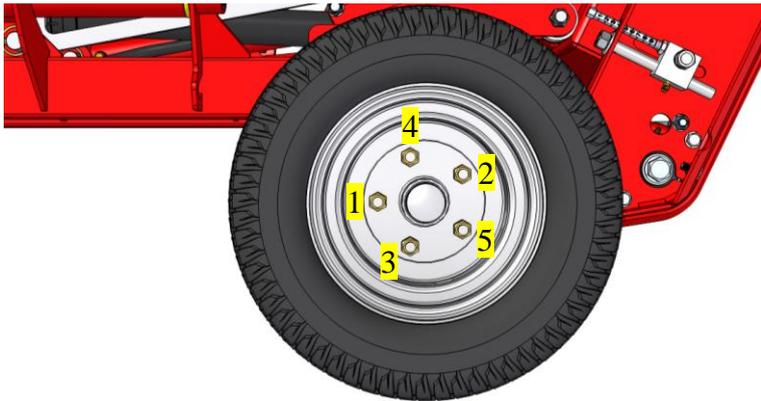
Fit the Axle Stub over the Studs.

Apply a drop of the supplied **Loctite 243** to each Stud.



Refit the M12 Flange Nuts with the flange facing **INWARDS**.

Gradually and alternately tighten these to **110Nm (81ft lbs)**.

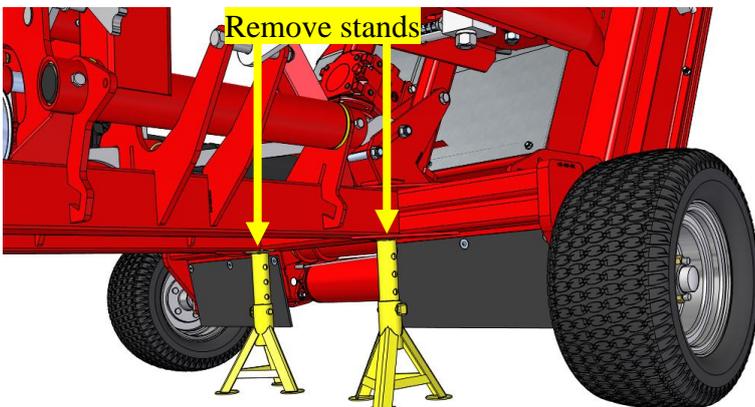


Refit the Wheel using the Wheel Nuts.

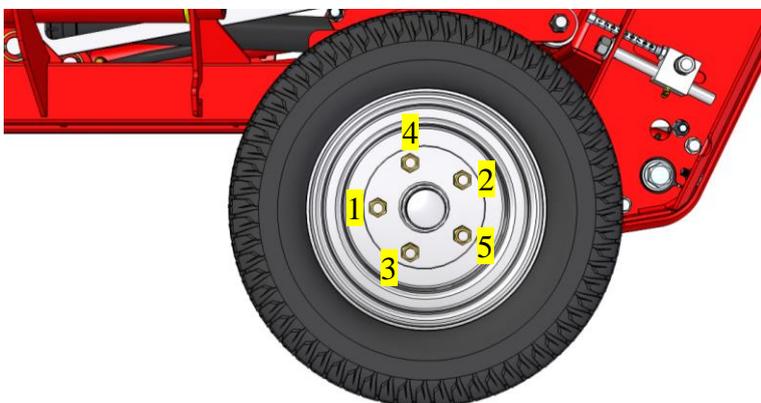
Ensure that the **TAPERED** end of the Wheel Nuts face **INWARDS**.

Nip up the Wheel Nuts using the star pattern shown opposite.

Repeat the above to fit Axle Stub, Wheel Hub and Wheel to the other side.



Use the Floor Jack to remove the Axle Stands.



Torque the Wheel Nuts to **110Nm (81ft lbs)** using the star pattern shown opposite.

Repeat this step to torque the Wheel Nuts on the other side.

This process is now complete.



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