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Fleetwood Enterprises, Inc.
Recreational Vehicle Group
Engineering & Product Compliance
2870 Myers Street / P.O. Box 7038
Riverside, CA 92513-7038

JUL -1 A 9 25

OFFICE OF
DEFECTS INVESTIGATION

July 1, 2004

Mr. Jonathan White
Office of Defects Investigation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

Dear Mr. White:

As required by 49 CFT Part 579, Reporting of Information About Foreign Safety Recalls and Campaigns Related to Potential Defects, I have enclosed a copy of the following Motor Vehicle Safety Act, Section 10, Article report to Transport Canada for your review:

Transport Canada Recall # 04-214 (NHTSA Recall # 04V-380)

This recall is being conducted in the United States and Part 573 reports as required by 49 CFR have been submitted to NHTSA.

Please contact me if you have any questions.

Sincerely,

Fleetwood Enterprises, Inc.

Shelley Smith
Compliance Specialist
Recreational Vehicle Engineering and Compliance



Fleetwood Enterprises, Inc.
Recreational Vehicle Group
Engineering & Product Compliance
2970 Myers Street, P.O. Box 7638
Riverside, California 92513-7638

June 25, 2004

Dix/RVENG&PC 05-05

Mr. Nigel Mortimer
Defect Investigations and Recalls
TRANSPORT CANADA
2780 Sheffield Road
Ottawa, Ontario K1B 3V9

Dear Mr. Mortimer,

This letter is a Motor Vehicle Safety Act, Section 10, Article report that Fleetwood Enterprises Inc., is voluntarily initiating a recall campaign for conventional and fifth wheel travel trailers.

As required in the Motor Vehicle Safety Act, The following data is provided:

- a) The potentially affected conventional and fifth wheel travel trailers were manufactured by the following wholly owned subsidiaries of Fleetwood Enterprises, Inc.:

Fleetwood Travel Trailers of Oregon, Inc. #23
4640 N.W. Bartsch Road, P.O. Box 1247
Pendleton, Oregon 97801

Fleetwood Travel Trailers of Oregon, Inc. #24
Pierce Lane, P.O. Box 1067
La Grande, Oregon 97850

Fleetwood Canada, LTD #65
70 Mount Hope Street
Lindsay, Ontario K9V 5G4 Canada

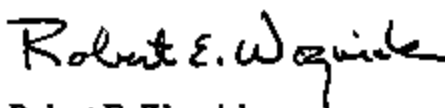
- b) To date, Fleetwood believes that certain 2002 and 2003 model year Pride and Triumph conventional and fifth wheel travel trailers and certain 2004 model year Pride, Triumph, Prowler, Wilderness, Terry, Mallard and Pioneer conventional and fifth wheel travel trailers are the vehicles potentially affected by this recall.
- c) Vehicle identification numbers of:
(see attached)
- d) These conventional and fifth wheel travel trailers were manufactured from January 9, 2002 through April 2, 2004.
- e) A total of 1124 conventional and fifth wheel travel trailers are potentially affected.

- f) Fleetwood has not identified a specific design defect with the wheel system or axle assembly that would generate a wheel separation incident when the system is properly torqued and subjected to Fleetwood's recommended wheel torque maintenance practices. Our findings have lead us to the opinion that excessive paint coating on the axle mating surfaces was a significant contributor to initial torque relaxation which can be overcome by Fleetwood's maintenance schedule within the initial 50 miles of operation.
- g) Customers with the "Aluminum Wheel" option have been advised to contact their selling dealer or an authorized Fleetwood Service Center to have wheel lug nuts torqued to the proper specifications. If damage to the "Aluminum Wheel" has occurred due to improper wheel lug nut torque, Fleetwood will replace the "Aluminum Wheel" at no cost to the customer. If damage to a lug(s) has occurred due to improper wheel lug nut torque, Fleetwood will repair at no cost to the customer. Fleetwood is also providing customers and dealers with a current wheel lug nut torque reference guide for achieving and maintaining proper wheel lug nut torque.
- h) Fleetwood began an investigation in Spring 2003 when field reports were received concerning aluminum wheel separation from the conventional and fifth wheel travel trailers during road use.

In accordance with our customary practice, we are requesting your review of the enclosed drafts of letters to dealers and owners. Also enclosed is a draft of the applicable Recall Service Bulletin.

If you have any questions, or desire further information, please contact myself.

Sincerely,



Robert E. Wozniak
Director of Engineering and Product Compliance
Recreational Vehicle Group

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FLEETWOOD ENTERPRISES, INC.
3030 Myers Street, P. O. Box 7638
Riverside California 92513-7638
(800) 445-3307 Fax (909) 353-7040

IMPORTANT RECALL INFORMATION #40521

June, 2004

TO:

**ALL FLEETWOOD DEALER PRINCIPALS
SERVICE MANAGERS
PARTS MANAGERS
SALES MANAGERS**

SUBJECT:

**PRODUCT RECALL #40521 ALUMINUM WHEEL LUG NUT TORQUE
2002 & 2003 Pride & Triumph Conventional & Fifth Wheel Travel Trailers and
2004 Pride, Triumph, Prowler, Wilderness, Terry, Mallard and Pioneer
Conventional & Fifth Wheel Travel Trailers**

Fleetwood Enterprises, Inc., on behalf of its subsidiary manufacturing centers located in, Pendleton, Oregon; La Grande, Oregon; and Lindsay, Ontario, Canada is requesting your assistance in conducting a voluntary recall notification campaign in accordance with the Motor Vehicle Safety Act. Please read the important information contained in this Recall Notification in its entirety. You may have already received a previous recall #31028, intended to provide the correct torque specifications and emphasizing the importance of following the torque procedure as outlined in the owners manual as a maintenance item. This recall #40521 is a repair procedure in which we are asking all customers to return their vehicles to the dealership to have these recall repairs completed.

Fleetwood Enterprises, Inc., has determined that a safety defect relating to motor vehicle safety exists in certain 2002 and 2003 model year Pride and Triumph conventional and fifth wheel travel trailers and 2004 Pride, Triumph, Prowler, Wilderness, Terry, Mallard and Pioneer conventional and fifth wheel travel trailers built at our Pendleton, Oregon; La Grande, Oregon; and Lindsay, Ontario, Canada manufacturing plants. We are notifying owners in order to correct the problem. A copy of the customer letter and related documents sent to owners is enclosed for your information.

**What
is the
problem?**

Specifically, certain 2002 and 2003 Pride and Triumph conventional and fifth wheel travel trailers and 2004 Pride, Triumph, Prowler, Wilderness, Terry, Mallard and Pioneer conventional and fifth wheel travel trailers may not have had the proper wheel lug nut torque applied for the optional Aluminum Wheels before leaving the manufacturing plant. Additionally, paint applied to the mating surface of the hub may cause the lug nuts to be more sensitive to loosening during the initial settling-in of components and after a wheel has been removed for service.

Certain owner's manuals provided incorrect torque values. Proper wheel lug nut torque is important for safe and dependable trailering. It is important to apply and maintain proper wheel lug nut torque on conventional and fifth wheel travel trailer axles. The identified wheels of conventional and fifth wheel travel trailers be properly torqued during the first 10, 25 and 50 miles of initial road use and any time a wheel has been

**What
is the
problem?**

removed or replaced for service. Settling-in of components during the first few miles of operation may cause the wheel lug nuts to loosen as part of the normal settling-in process.

Torque wrenches are the only method to assure the proper amount of torque is being applied to a wheel lug nut. Maintaining proper wheel lug nut torque is the owner's/user's responsibility.

If an individual lug nut has not retained the specified torque within the "10, 25, and 50 mile settling-in" period, (i.e. nuts turn, even by a small amount, when the specified torque is applied) as measured by a torque wrench, the travel trailer should be taken the nearest Fleetwood dealer to have the wheel and axle components inspected to determine the reason(s) for the torque-loss condition and to have the problem corrected.

**What
should
you do?**

With this letter we are providing the owners manual supplemental for your reference. As part of this campaign instruct and demonstrate for the customer how to use the procedure for achieving and maintaining proper wheel lug nut torque.

Customers with the "Aluminum Wheel" option have been advised to contact their selling dealer to have the wheels removed for mating surface paint removal and inspection of wheel mating components (Please refer to the enclosed Recall Bulletin #40521 for detailed repair instructions).

Key Points to this repair are:

- Return all units to the dealer.
- Inspect, repair and/or replace any damaged wheels, lug nut studs and lug nuts.
- Remove paint from hub and wheel mating surfaces.
- Instruct and demonstrate to the customer the torque check requirement of 10, 25, and 50 Miles.
- Provide customer/owner "Red" Lug Nut Torque Instruction upon departure from dealership.

Fleetwood will repair at no cost to the customer any of the conditions described in Recall Bulletin #40521.

If you have received a notice of recall or failure to comply from Fleetwood or any component manufacturer, you must repair or otherwise correct the defects on vehicles remaining in your inventory, according to the notification, before selling or leasing the vehicles. Any vehicle lessor receiving this recall notice must forward a copy of the notice to the lessee within ten days.

Should you perform this service for a customer or for a unit in your inventory, please submit a claim electronically through FDN or complete a ***Fleetwood Repair Order (Form X-SR-042)***. Once repairs are completed, have the customer sign the ***Fleetwood Repair Order*** and return it to your Fleetwood National Warranty Processing Center for payment. Please fill out the enclosed ***Vehicle Information Update Card*** and return it to Fleetwood. Customers will not be charged for these repairs. If the owner of a travel trailer contacts you with questions concerning this topic, please assist them or refer them to Fleetwood Owner Relations, by calling (800) 322-8216.

You will be reimbursed in accordance with Product Recall #40521 by using the following

flat rate code selection: (only one applies)

Flat Rate Code:

- 9126-11 2.0 hr. Inspected/Not Defective
- 9126-12 2.0 hr. Inspected/Defective/Repaired
- 9126-13 2.0 hr. Inspected/Defective/Owner Decline
- 9126-14 2.0 hr. Inspected/Defective/Missing Parts
- 9126-15 2.0 hr. Inspected/Defective/Need Tools
- 9126-16 0.2 hr. Unable to Notify Customer
- 9126-17 0.2 hr. Customer Unreachable

Please review this entire package with your parts and service staff to familiarize them with the step-by-step procedure.

Thank you for helping Fleetwood with its continuing efforts to maintain customer satisfaction. If you have any questions, please contact your regional Fleetwood Service Center.

Sincerely,

Fleetwood Enterprises, Inc.

John C. Crowe
Director of Service
RV Group



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IMPORTANT RECALL INFORMATION 40521

June, 2004

Dear Valued Fleetwood Travel Trailer Customer:

This notice is sent to you in accordance with the requirements of the Motor Vehicle Safety Act. Please read the important information contained in this Recall Notification in its entirety. You may have already returned your vehicle for repairs performed under a previous recall #31028 intended to provide the correct torque specifications and emphasize the importance of following the torque procedure as outlined in the owners manual as a maintenance item. Fleetwood is asking all customers identified in this separate recall #40521 to contact their selling dealership to have these recall repairs performed.

Fleetwood has determined that a defect which relates to motor vehicle safety exists in certain 2002 and 2003 model year Pride and Triumph conventional and fifth wheel travel trailers and 2004 model year Pride, Triumph, Prowler, Wilderness, Terry, Mallard and Pioneer conventional and fifth wheel travel trailers equipped with aluminum wheels.

What is the problem?

Specifically, certain 2002 and 2003 Pride and Triumph conventional and fifth wheel travel trailers and 2004 Pride, Triumph, Prowler, Wilderness, Terry, Mallard and Pioneer conventional and fifth wheel travel trailers may not have had the proper wheel lug nut torque applied for the optional Aluminum Wheel before leaving the manufacturing plant. Additionally, paint applied to the mating surface of the hub may cause the lug nuts to be more sensitive to loosening during the initial settling-in of components and after a wheel has been removed for service. Owners of vehicles equipped with aluminum wheels must strictly adhere to the torque procedures.

Certain owner's manuals provided incorrect torque values. Proper wheel lug nut torque is important for safe and dependable trailering. It is important to apply and maintain proper wheel lug nut torque on conventional and fifth wheel travel trailer axles.

! IMPORTANT

As part of this recall procedure all four wheels on your conventional or fifth wheel travel trailer will be removed to perform the recall repairs. It is critical that you follow the torque procedure and check the lug nut torque on all four wheels upon departure from the dealership. Please refer to the attached owners manual supplement for the proper torque procedure.

What will Fleetwood do?

Fleetwood will provide at no charge to the customer:

- Provide updated Owners Manual Supplement (provided with this letter)
- Recall repair procedure (To be performed at your Authorized selling/servicing Fleetwood Dealership.)

- Inspection, and repair or replacement of any damaged wheels, lug nuts, lug studs and mating surfaces
- Removal of paint film from mating surfaces
- Install "lug nut tightening intervals decal"
- Remove and replace existing lug nuts on units with "spoked aluminum wheels (not all units require lug nut replacement)"

**What
should
you do?**

Please contact your selling dealer or authorized Fleetwood Service Center to schedule an appointment to have these recall repairs performed. At the time of your appointment the dealer will perform the recall repairs that are described above. After the recall repair procedure has been performed a dealership representative will instruct and demonstrate how to properly tighten and check the lug nut torque on your fifth wheel or conventional travel trailer.

Maintaining proper torque is the Owner/User responsibility. The owner/user may check proper torque by using a torque wrench or have the torque checked at any authorized Fleetwood repair facility, or most automotive repair facilities. If for any reason the Owner/User would like to have the dealership recheck the torque the Owner/User may elect to return to the servicing dealership to verify that the torque is set correctly.

Since this defect affects motor vehicle safety, it is recommended that you immediately have your fifth wheel or conventional travel trailer repaired by contacting your selling dealer and make an appointment to have the repairs performed. The total length of time your fifth wheel will be out of service will depend on the dealer's work schedule at the time of repairs.

If you have had this concern corrected previously, you may be eligible for reimbursement of your cost for the repair. For more information contact Fleetwood Owner Relations at (800) 509-3418.

When you deliver your travel trailer for repairs, your dealer will complete a Fleetwood Repair Order. Upon completion of the repair, please sign the Fleetwood Repair Order, fill out the enclosed, self-addressed *Vehicle Information Update Card* and return it to Fleetwood. Additionally, since this repair requires the removal of all four "Aluminum Wheels" you will need to observe the torque procedure for wheels that have been removed or replaced for service. Your dealership will provide you with a reminder to follow this procedure.

If you have changed your address or sold the conventional or fifth wheel travel trailer, please take a moment to provide the name and address of the person or dealership you sold it to on the enclosed *Vehicle Information Update Card* and return it to Fleetwood. That way we can update our records, and if necessary, notify the new owner using the information you provide.

If you are unable to obtain the specified repair promptly and without charge, please contact:

**Fleetwood Owner Relations
2350 Fleetwood Drive
Riverside CA 92509
(800) 509-3418**

If you believe that the dealer and Fleetwood Enterprises, Inc., have failed or have been unable to remedy the defect without charge or within a reasonable period of time, you may submit a complaint to:

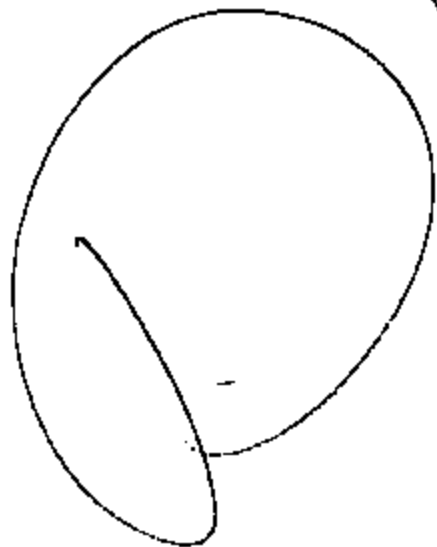
Road Safety and Motor Vehicle Regulation Directorate
TRANSPORT CANADA
Ottawa, ON Canada K1B 3V9
(800) 333-0510

Fleetwood Enterprises, Inc., regrets any inconvenience this may cause you. We are taking these steps in the interest of your safety.

Sincerely,

Fleetwood Enterprises, Inc.

John C. Crowe
Director of Service
RV Group



The purpose of this bulletin is to inform all Fleetwood dealers about a Recall involving certain Fleetwood Conventional and Fifth Wheel Travel Trailers. Affected units will need to have the Aluminum Wheels removed and paint cleaned from the axle hub face and the backside of the wheels. Proper lug nut torque values are also addressed in this Bulletin.

Recall Service Bulletin

Safety Recall Bulletin: #40521

Years Affected: 2002, 2003, 2004

Products Affected: All Conventional and Fifth Wheel Travel Trailers

Models Affected: All with Aluminum Wheels

Subject: Paint Removal from Hubs and the Mating Surface of Aluminum Wheels

Keywords: Wheel, Lug Nuts, Aluminum Wheel, Lug Stud, Axle, Hub,

Issue Date: *****

Note: Read this entire document before starting repairs.

CONDITION:

Customers of Conventional and Fifth Wheel Travel Trailers affected by this Bulletin have been instructed to take their Conventional or Fifth Wheel Travel Trailer to their nearest Fleetwood dealer to have the paint removed from the face of all axle hubs and the back side of the aluminum wheels.

CORRECTION:

Follow the procedure below for ALL aluminum wheels on affected Conventional and Fifth Wheel Travel Trailers.

1. Park the conventional or fifth wheel travel trailer on a hard flat surface. Block one wheel, fore and aft, on each side of the conventional or fifth wheel travel trailer.
2. Use a jack of sufficient capacity to raise one side of the conventional or fifth wheel travel trailer. Locate the jack under the spring tie plate below the axle. See Figure 1. Raise the axle just enough to take some of the weight off the wheel.
3. Loosen the lug nuts only 1/3 to 1/2 turn.
4. Raise the axle until the tire just clears the ground. **Warning:** Raise only one side of the conventional or fifth wheel travel trailer at a time.

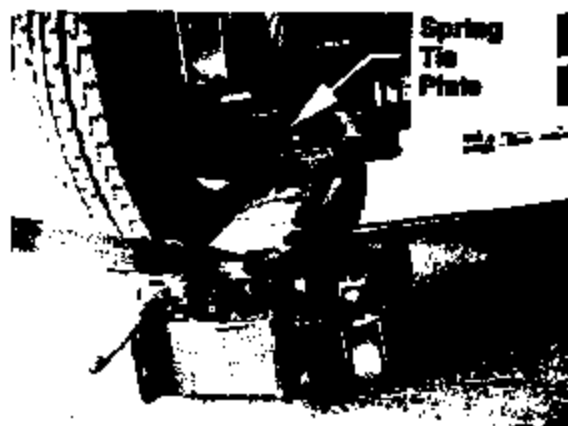


Figure 1

5. Install a Jack Stand Support of sufficient capacity under the axle and as close to the spring tie plate as possible. Slowly lower the jack down until all of the weight is resting on the Jack Stand Support. See Figure 2.
6. Use a second Jack Stand Support of sufficient capacity, and repeat Steps 2 – 5 for the other axle on the same side of the conventional or fifth wheel travel trailer.
7. Remove the lug nuts and the two (2) wheels from the raised side of the conventional or fifth wheel travel trailer.



Figure 2

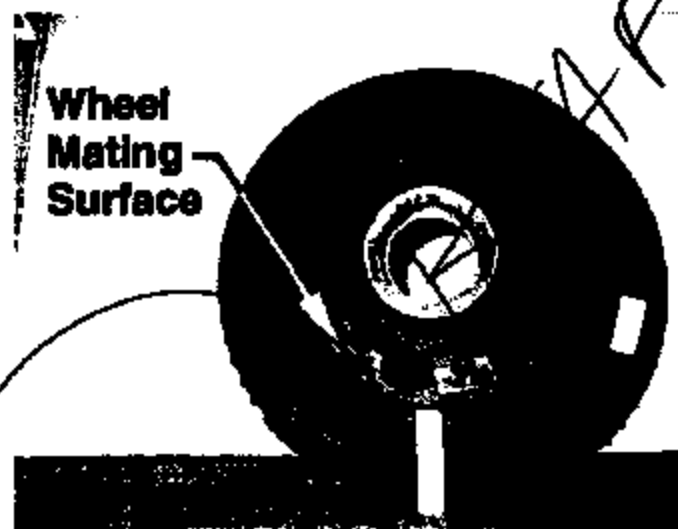


Figure 3

Wheel
Mating
Surface

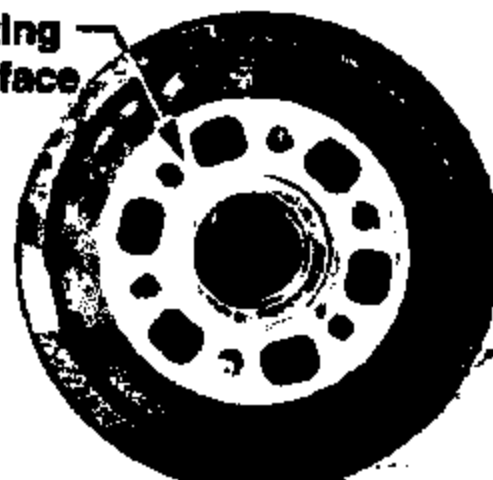


Figure 4

HUB PAINT REMOVAL:

8. Apply liquid paint remover or equivalent (Aircraft Klean-Strip Remover) to both hubs at the wheel-mating surface. See Figure 3. The purpose is to totally remove the black paint from the hub where the hub makes flat contact with the wheel. The paint removal must be completed without damaging the hub surface. After the paint is removed, wash off the area with water to clear away any remaining residue. See Figure 4.

LUG STUD INSPECTION AND REPLACEMENT:

9. Inspect the lug studs on the hub. Lug stud threads should be smooth and clean. If any of the lug studs show signs of wear, or any of the threads are embedded with aluminum, **ALL** the lug studs on that hub will need to be replaced. See Figure 5. **Note:** All new lug studs must also have new lug nuts installed. If there is no damage to the lug studs, proceed directly to Step 25.
10. Remove the hub from the axle by carefully prying around the flange of the grease cap.
11. Remove the cotter pin from the spindle nut or, in the case of E-Z Lube versions, bend the locking tang to the free position.
12. Unscrew the spindle nut (counterclockwise) and remove the spindle washer.
13. Remove the hub from the spindle.
14. Cover and protect bearings and components from dirt and debris.
15. Use a 1/2 ton arbor press or greater to remove the damaged lug studs from the hub. **Warning:** Do not remove damaged lug studs with a hammer. The hub could be damaged and debris may lodge in the bearing assembly.
16. Measure the length of a lug stud that has been removed from the hub to identify the correct replacement lug stud length. Inspect the lug stud to be sure it is not broken. **Note:** Hold all parts for 60 days or until a return request is issued by Fleetwood.
17. Two different lengths of lug studs have been used on axle hubs on conventional and fifth wheel travel trailers. The Lug Stud Parts Kit contains enough of the two (2) lengths of lug studs to complete repairs for one hub. The short lug stud measures 2 inches in length and the long lug stud measures 2 11/16 inches in length. Use only the correct length lug studs for the hub being repaired and discard the incorrect length lug studs. **Important:** replacement lug studs must be the same length as those originally installed in the hub.
18. Install new lug studs using the press. Line up the splines on the new lug stud with the grooves in the hub from the old lug stud to ease pressing in place. **Warning:** Do not install lug studs with a hammer or pull the lug studs into their seated location by tightening down a nut. Damage can occur.
19. Make sure the new lug studs are fully seated in the hub. After full installation, tap on the head of each lug stud from the inside of the brake drum, one time, using a 1/2" drift punch and ball peen hammer. A solid ringing sound should be heard on a fully seated lug stud. If a dull thud is heard, return to the press for additional installation force. Repeat the sound test until verification that the lug stud is fully seated. See Figure 6.



Figure 5

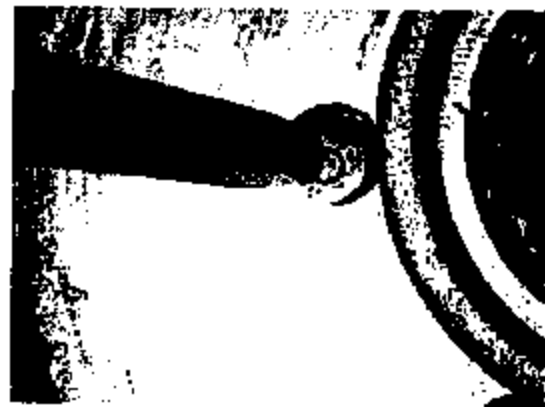


Figure 6

20. Reinstall the hub onto the axle. Install the outer bearing, washer, and spindle nut, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 ft-lbs. (12" wrench with full hand force.)
21. Loosen the spindle nut until just snug.
22. Back the spindle nut out slightly until the first castellation lines up with the cotter key hole and insert the cotter pin.
23. Bend over the cotter pin legs to secure the nut.
24. Reinstall the grease cap.



Figure 7



Figure 8

WHEEL INSPECTION AND PAINT REMOVAL:

25. Inspect the aluminum wheel lug stud holes for wear, elongation, or damaged aluminum. Wheel lug stud holes should be even, smooth, and round. See Figure 7. Wheels will need to be replaced if any of the wheel lug stud holes shows signs of wear, thread impressions, or are elongated. See Figure 8. If the wheel is not damaged and will be re-used, proceed to Step 27.
26. If a wheel needs replacement, remove the tire from the existing wheel, remove and discard the valve stem, and mark the wheel as damaged. Note: Hold all parts for 60 days or until a return request is issued by Fleetwood. Install a new valve stem on the new wheel and install the tire on the new wheel. Properly inflate the tire. Proceed to Step 28.
27. If the wheel is not damaged and will be reused, all black paint that has transferred from the hub surface to the backside of the wheel surface must be removed. Use lacquer thinner or acetone on a rag to soften the Black paint, and then rub the area with Type A, Very Fine Scotch Bright pad until clean. Allow the wheel to dry. Note: Prevent the lacquer thinner or acetone from making contact with the rubber tire. Warning: Do not use the "Clean-Strip" Liquid Paint Remover on the aluminum wheels as this will pit and damage the aluminum wheel. See Figure 9.



Figure 9

LUG NUT INSPECTION:

28. Inspect lug nuts for damage or wear. Examples include: threads embedded with metal, loose metal particles, damaged tapers, etc. All damaged lug nuts will need replacement with new lug nuts. All new lug studs must have new lug nuts installed. Note: Hold all parts for 60 days or until a return request is issued by Fleetwood.

WHEEL ASSEMBLY:

29. Install the wheel assembly on the hub lug studs.
30. Wipe the tapered end of all lug nuts with a dry shop rag before installation to remove clear coat residue picked up from the wheel. Make sure the wheel is centered on the hub by carefully tightening down the lug nuts using the "Wheel Lug Nut Tightening Sequence" listed on the Owners Manual supplemental page included in this Bulletin. Make sure the Lug Nuts are properly seated into the lug nut tapers on the wheel. If a new wheel is installed, run the lug nuts snug against the new wheel. **Warning: Do not over-torque.** Back out and remove the lug nuts, wipe the tapered end with a dry shop rag and reinstall making sure the lug nuts are properly seated into the lug nut tapers on the wheel. Snug the lug nuts enough to sufficiently support the wheel when the jack stand supports are removed.
31. Lower the conventional or fifth wheel travel trailer to the ground. Use the "Wheel Lug Nut Tightening Sequence", listed on the Owner's Manual Supplement page and torque the lug nuts on both wheels to 60 Ft/Lbs. Repeat the "Wheel Lug Nut Tightening Sequence" on both wheels and torque the lug nuts to the recommended torque specifications listed on the Owner's Manual Supplement page.
32. Repeat Steps 2 - 33 for the second side of the conventional or fifth wheel travel trailer.

EXCEPTION:

33. If repair parts are necessary and need to be ordered, the wheels will need to be temporarily reinstalled. Use the torque specified on the Owner's Manual supplemental page for the lug nuts. The conventional or fifth wheel travel trailer must remain on the dealer lot until parts are received and repairs can be properly completed.

DELIVERY TO CUSTOMER:

34. When the conventional or fifth wheel travel trailer is delivered back to the customer, you must instruct the customer on proper wheel lug nut torque procedures. The customer must understand that the procedure needs to be followed at all times as outlined in the Owner's Manual supplemental page.

Customers should be advised that vehicles whose wheel lug nut torque does not stabilize and exhibits repeated loss of lug nut torque after several 50-mile intervals following the 10-25-50 mile "break-in" or "settling-in" period should return the conventional or fifth wheel travel trailer to their dealer to identify and correct the problem.

Fleetwood Conventional and Fifth Wheel Travel Trailer Owner's Manual Supplement

Wheel Lug Nut Torque Information Steel and Aluminum Wheels

This Owner's Manual Supplement is to be used in conjunction with the Owner's Manual supplied with your conventional or fifth wheel travel trailer.

This Owner's Manual Supplement contains information that was incorrect and/or incomplete in your Owner's Manual.

Wheel Lug Nut Torque Specifications

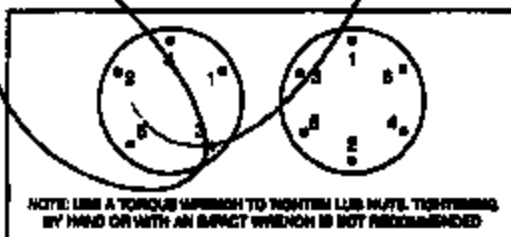
Wheel	Type	Size	Lug	Recommended Torque
Steel Wheel 13 x 4.5 x 545 AW	Spoke	13	5	80 - 90 Ft./Lbs
Steel Wheel 14 x 5.5 x 545 AW	Spoke	14	5	80 - 90 Ft./Lbs
Steel Wheel 15 x 5 x 545 AW	Spoke	15	5	80 - 90 Ft./Lbs
Steel Wheel 15 x 6 x 655 AW	Spoke	15	5	80 - 90 Ft./Lbs
Steel Wheel 16 x 6 x 655 AW	Spoke	16	6	90 - 100 Ft./Lbs
Aluminum Wheel 15 x 7 x 655	Spoke	15	6	110 - 120 Ft./Lbs
Aluminum Wheel 16 x 7 x 655	Spoke	16	6	110 - 120 Ft./Lbs
Aluminum Wheel 15 x 6 x 545	Modular	15	6	110 - 120 Ft./Lbs
Aluminum Wheel 15 x 6 x 655	Modular	15	6	110 - 120 Ft./Lbs
Aluminum Wheel 16 x 6 x 655	Modular	16	6	110 - 120 Ft./Lbs

Mounting the Wheel

Place the wheel on the wheel mounting surface. Replace the wheel lug nuts with the rounded end of the lug nut toward the wheel. Tighten each lug nut by hand until the wheel is held against the wheel mounting surface. Lower the tire to the ground. Tighten the lug nuts to an initial 60 Ft./Lbs and then to the final torque specification.

Before each trip be sure to check and tighten the wheel lug nuts if necessary to the torque specification. If a wheel has been removed or replaced check the torque again at 10, 25, and 50 miles of initial road use.

Wheel Lug Nut Tightening Sequence



! Warning

If not properly tightened, loose lug nuts can damage the stud and/or wheel. If driven in this condition for any extended period, severe wheel damage or loss could occur affecting the handling of your trailer.



Figure 10



Figure 11

Spoke Aluminum Wheel #387626	Spoke Aluminum Wheel #415241	Modular Aluminum Wheel #355888
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Aluminum Wheel Lug Nuts

Figure 12

Fleetwood Parts

- 341145 Aluminum Wheel, Spoke, 15 X 7, 6 Lug (Figure 10)
- 388072 Aluminum Wheel, Spoke, 16 X 7, 6 Lug (Figure 10)
- 355850 Aluminum Wheel, Modular, 15 X 6, 5 Lug (Figure 11)
- 362583 Aluminum Wheel, Modular, 15 X 6, 6 Lug (Figure 11)
- 364845 Aluminum Wheel, Modular, 16 X 6, 6 Lug (Figure 11)
- 040001 Steel Valve Stem (must be ordered if a new wheel is ordered)
- 387626 Lug Nuts, Spoke Aluminum Wheel, Long Nut, each, (Figure 12)
- 415241 Lug Nuts, Spoke Aluminum Wheel, Short Nut, each, (Figure 12)
- 355888 Lug Nuts, Modular Aluminum Wheel, each, (Figure 12)
- 413640 Stud Bolt Kit, Contains 6 Long Lug Studs, 1/2 inch 20 Thread, Grade 8, (approx. 2 1/2" long) and 6 Short Lug Studs, 1/2 inch 20 Thread, Grade 8, (approx. 2" long), one Kit Needed Per Affected Wheel
- Lacquer Thinner or Acetone (obtain locally)
- Metal Paint Remover, "Aircraft Klean-Strip Remover" (obtain locally)

Tools Required

Torque Wrench, 1/2 inch Drive, Clicker Type
13/16 inch Deep Socket, 1/2 inch Drive
2 Inch Long Socket Extension, 1/2 inch Drive
1/2 inch Impact Wrench (for lug nut removal and preliminary installation only)
13/16 inch Deep Impact Socket, 1/2 inch Drive
9/16 inch Combination Wrench
12 inch Adjustable Wrench
12 inch Channel Lock Pliers
Tire Air Pressure Gauge with a 100 psi capacity
Jack
Jack Stand Supports (2 Required)
Type A, Very Fine, Scotch Bright Pad
1/2" dia. 12" Long Drift Punch
1 lb. Ball Peen Hammer
Water Hose with Spray Nozzle
Shop Rags

Warranty Labor Allowance

Note: Hold all parts for 60 days or until a return request is issued by Fleetwood.

Note to dealers submitting Warranty through FDN:

FDN requires an authorization number on any warranty claim submitted outside of the standard Warranty time frame and/or for specific Flat Rate Codes. For the purpose of submitting this recall claim, use authorization # 91040521.

Inspection of, Lug Nuts, Lug Studs, and Wheels

This Flat Rate Code Labor Allowance. (Wheel Removed, Wheel and Hub Cleaned, and Wheel Re-Installed)

Use Flat Rate Code:

9126 - 11	2.0 hr. Inspected/Not Defective
9126 - 12	2.0 hr. Inspected/Defective/Repaired
9126 - 13	2.0 hr. Inspected/Defective/Owner Decline
9126 - 14	2.0 hr. Inspected/Defective/Missing Parts
9126 - 15	2.0 hr. Inspected/Defective/Need Tools
9126 - 16	.2 hr. Unable to Notify Customer
9126 - 17	.2 hr. Customer Unreachable

Add the additional time below as repairs require. All additions to the Warranty Claim must be accompanied by a written explanation of the repairs performed.

Lug Studs

If the lug studs need to be replaced:

- Add .5 hr. to the Flat Rate Code XXXX-12 for each hub that had the lug studs replaced.

Remove hub, remove and replace all lug studs on hub, reinstall hub on spindle.

Note: Hold all parts for 60 days or until a return request is issued by Fleetwood.

Wheel Replacement

If the wheel is damaged and needs to be replaced:

- Add .4 hr. to the Flat Rate Code XXXX-12 for each wheel needing replaced.

Remove and reinstall tire, install new valve stem, inflate tire.

Note: Wheel balancing is not covered under this repair.

Note: Hold all parts for 60 days or until a return request is issued by Fleetwood.

If you have any questions concerning this bulletin, contact Fleetwood's Dealer support Group at

1-800-816-9825

Federal Law (Section 154 of the National Traffic and Motor Vehicle Safety Act of 1966) requires that:

If you have received a notice of recall or failure to comply from Fleetwood or any component manufacturer, you must repair or otherwise correct the defects on vehicles remaining in your inventory, according to the notification, before selling or leasing the vehicles. Any vehicle lessor receiving this recall notice must forward a copy of the notice to the lessee within ten days.

It is impossible to know, evaluate and advise the service trade of all conceivable ways in which service might be done or of the possible hazardous consequences of each way. Accordingly, anyone who uses a service procedure or tool must first assure that neither personal safety nor vehicle safety will be jeopardized by the selected service methods.

This bulletin is supplied for technical information only and is not an authorization for repairs.