Ferris Industries, Inc.

Service Bulletin
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TOPIC: **WHEEL MOTOR HUB RETAINING NUTS**

MODELS AFFECTED: **ALL ZTR MODELS**
(includes 1000Z, IS3000Z and IS4000Z)

Field reports have indicated a problem with the retention strength of the thread locking compound on the wheel motor nuts, typically on the left-hand side. The nuts can work loose, causing damage to the wheel hub, key and wheel motor shaft.

To prevent this problem from occurring, there are two solutions:

Option #1
Models that are equipped with castle (slotted) nuts can be tightened to 165-185 ft/lbs. to align the slots with the hole in the wheel motor shaft and install a cotter pin. This may be difficult on some models due to the wheel hub design, but is a positive lock on the nut, eliminating the need for a thread locking compound. This should be performed to both the left and right wheel motors.

Option #2
Models that are equipped with standard hex nuts should have the nuts removed and cleaned with a high quality cleaning solvent (ex. disc brake cleaner) to remove all oils and contaminants. Both the nuts and the threads of the wheel motor shaft should be cleaned. Apply Loctite™ #271 thread locking compound to the threads of the wheel motor shaft and torque to 165-185 ft/lbs. The cure time of the Loctite is approximately 24 hours. If Loctite™ #7649 Primer is used before the locking compound is applied, it will dramatically reduce the cure time. This should be performed to both the left and right wheel motors.

If the model has a standard hex nut and you would prefer the castle (slotted) nut and cotter pin, please contact the Parts Department and order two (2) nuts #22042-3. This will include the cotter pins.