

DIVERSIFIED METAL FABRICATORS, INC.



509018/509004 00-05 GM 2500, 25HD 3500SRW WHEEL MODIFICATION KIT



August 2005

SERIAL NUMBER (FRONT) _____

SERIAL NUMBER (REAR) _____

NOTE:

Please refer to the serial numbers when ordering parts or
inquiring about warranty items.

DMF ♦ 665 Pylant Street ♦ Atlanta, Georgia 30306
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05 GM Wheel Mod Kit

Description

Diversified Metal Fabricator's 509018/509004 Wheel Modification Kit includes items required to adapt the following vehicles for use on rail:

- '99-'04 F2/350 Pick-up (Single Rear Wheels only)
- '99-'04 F350 Cab & Chassis (Single Rear Wheels only)

Kit Contents

Wheel Mod Kit 4x2 (509018 & 509004)

(5)	19506001 or 10813	OTR Rim 19.5x6
(2)	551001	Wheel Spacer, GM (0.109) (FRONT ONLY)
(1)	500912	Steering Stop, 00 GM
(1)	802200	Steering Wheel Lock (Velcro)
(2)	HNM16 TYPE C	Prevailing Torque nut
(2)	FW5/8	Flat Washer

Tires

DMF has tested and recommends the following tires for this application:

Mud/Snow/All position

Goodyear G124	225/70R19.5
Michelin XDE M/S	225/70R19.5

Steer/Highway

Goodyear G647	225/70R19.5
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Other tires may be suitable but the customer must verify that the tread width is sufficient to ensure rail coverage.

Lug-Nut Torque

140 ft-lbs

Tire Pressure

Tires should be set according to the tire manufacturer's load charts based on axle loads. Typically this runs from 75-100 PSI. Ride and tire wear may be improved by avoiding excessive pressures but low pressures are not safe.

Installation

Remove Stock Wheels & Tires

1. The tires must be mounted and balanced on the OTR rims.
2. The vehicle should be lifted and properly supported.
3. The stock wheels and tires are removed and the stock lug nuts are retained

Install Complete Wheels (Wheels & Tires)

4. (4) Wheels are mounted using stock lug nuts. See Torque listed above.

DO NOT DRIVE UNTIL STOPS ARE INSTALLED AND TESTED

Install Steering Stops

5. Remove front "Lower King Pin Nuts"
6. Bolt Steering Stop facing forward with provided Flat Washer & Prevailing Torque Nut.
7. Ensure that stop surfaces meet stop flush and not on corners. Adjust position as necessary. Verify that rim and tires are clear of suspension, frame or other obstructions at the limits of steering and suspension travel. Grind stop bar to adjust for maximum steering angle if necessary.
8. Repeat for other side.

Test and Verify Steering Stops

9. Verify that the rims do not contact the Suspension in any steering position, in normal suspension position and full suspension droop.
10. If clearance is excessive (+1/2"), the Steering Stops can be carefully ground to provide maximum steering angle.
11. Verify that all brake, ABS sensor and other wires or hoses are clear in all steering and suspension positions. Restrain if necessary.

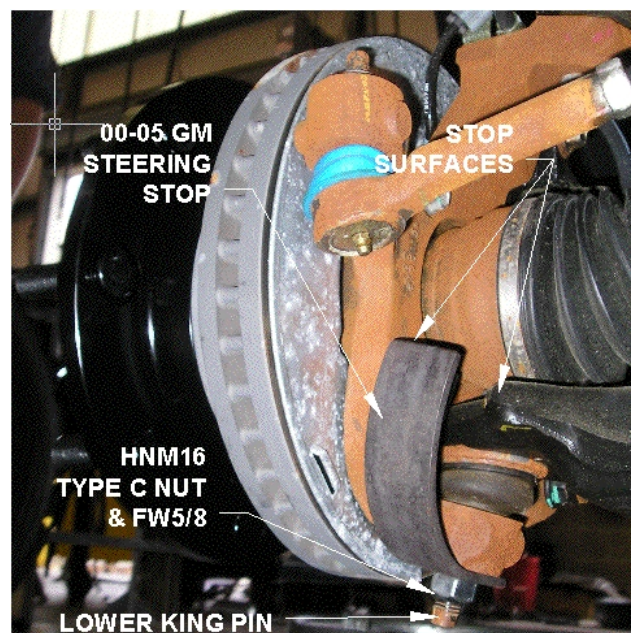


Figure 1: Steering Stop Details, Drivers Side

Inspection & Maintenance

- Visually inspect wheels & tires weekly (look for damage, loose hardware etc.)
- After service ensure that wheels were not damaged.
- Check the torque 50 miles after wheel/tire change and every 2000 miles or 6 months. See Lug-Nut Torque on page 2.

Warnings!

- Never use anti-seize on studs or lug nuts!
- Never use pneumatic (air) wrenches on lug nuts! Hand torque to specifications. Do not trust tire installers to properly torque lug nuts, tell them that you are going to check with your own wrench!
- Get or have access to a torque wrench!
- Always inspect the condition of the wheel before and after service!
- Loose lug nuts can lead to metal fatigue and ultimately to wheel failure or broken studs.

Balance & Rotation

Balance and Rotate as necessary/recommended by tire manufacturer. Verify that balance weights placed on inside bead of rim are clear of obstructions. Rims provided by DMF can be ordered "low point marked" which can be useful for customers who can get run-out marked tires. (National Accounts/OEM)