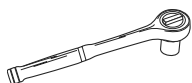


ULINE H-4050 PNEUMATIC CASTERS AND WHEELS

INNER TUBE – 10"

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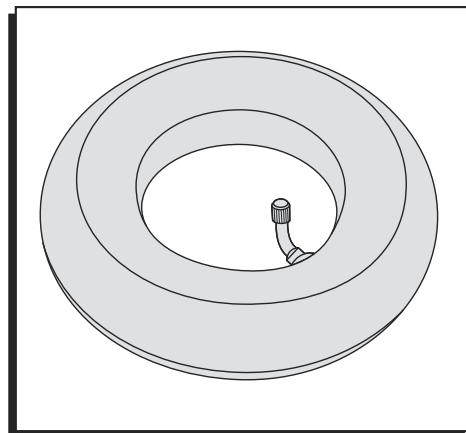
TOOLS NEEDED



Socket
Wrench



Wrench



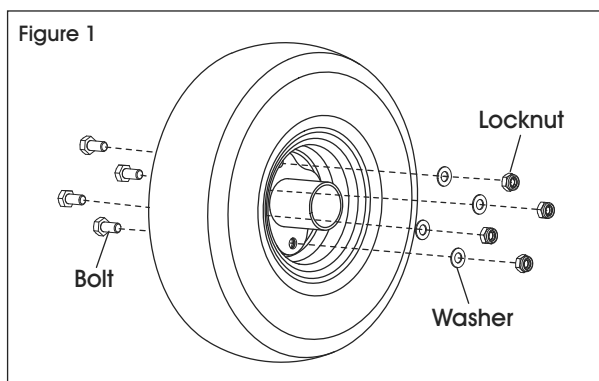
REPLACEMENT

1. Deflate tire completely. Loosen and remove the hardware from the wheel. (See Figure 1)



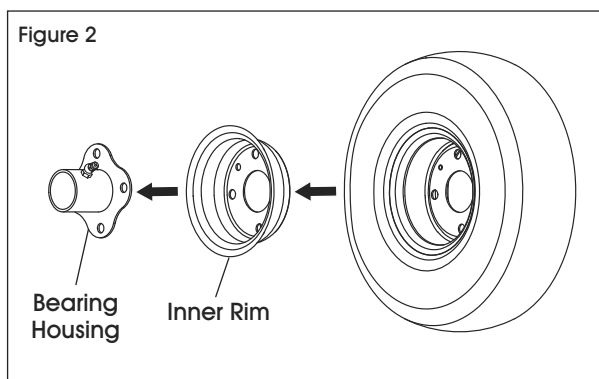
NOTE: Do not disassemble the wheel under high pressure.

Figure 1



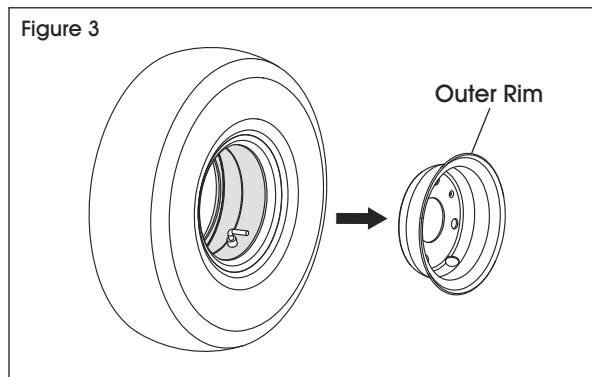
2. Remove bearing housing and inner rim from the wheel. (See Figure 2)

Figure 2



3. Remove outer rim. (See Figure 3)

Figure 3

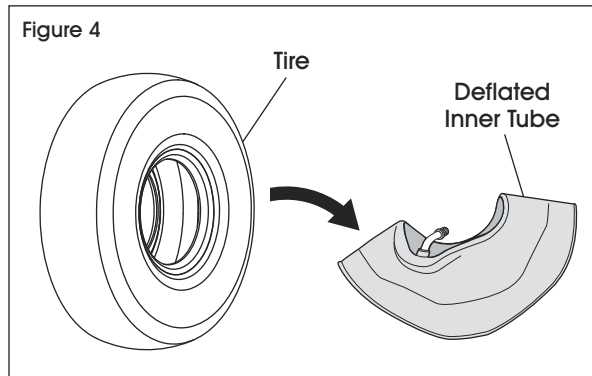


4. Remove old/damaged inner tube from the inside of tire. (See Figure 4)



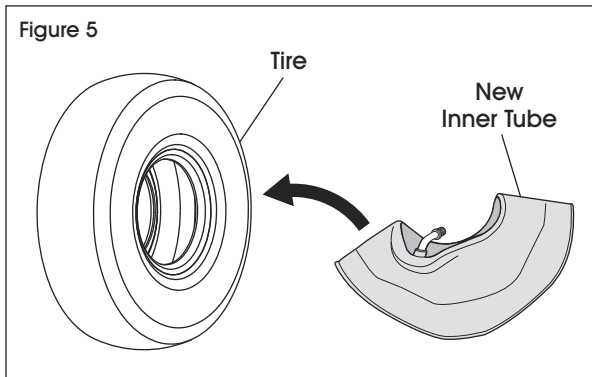
NOTE: Squeeze the inner tube to deflate it further before removing.

Figure 4

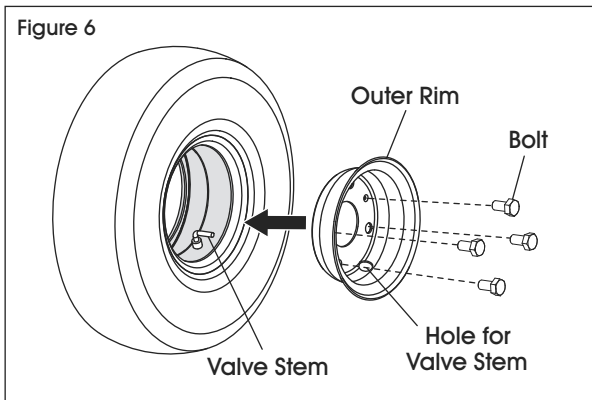


REPLACEMENT CONTINUED

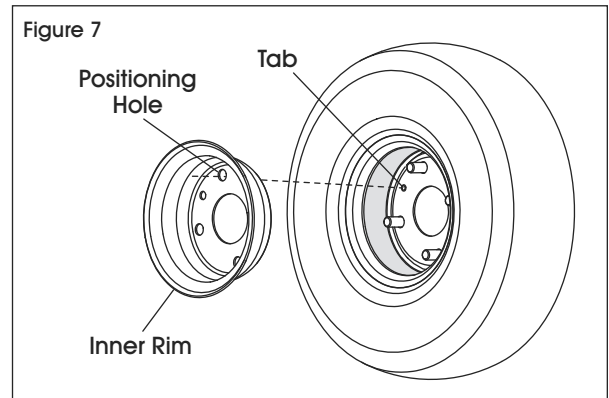
5. Insert the new tube into the tire. Slightly inflate the tube, allowing it to settle into place. (See Figure 5)



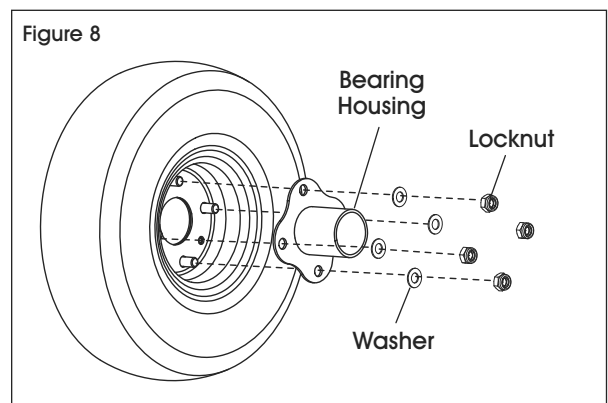
6. Reinstall the outer rim. Ensure the valve stem passes through the designated hole and reinsert bolts. (See Figure 6)



7. Reinstall inner rim. Ensure inner rim is aligned with tab on the outer rim. (See Figure 7)



8. Reinstall bearing housing and secure bolts with washers and locknuts. Test the tire by inflating to 30 PSI to check for any abnormalities. (See Figure 8)



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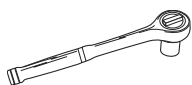
ULINE H-4050

RUEDAS Y LLANTAS NEUMÁTICAS

TUBO INTERIOR – 10"

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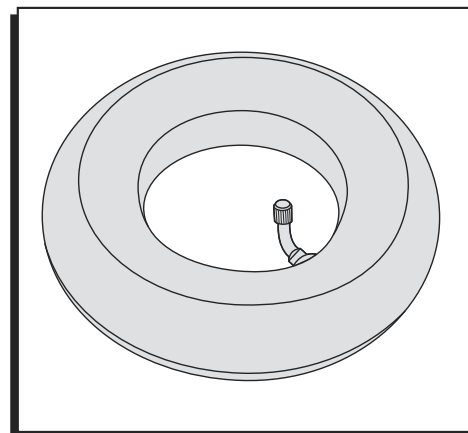
HERRAMIENTAS NECESARIAS



Llave de Dado



Llave



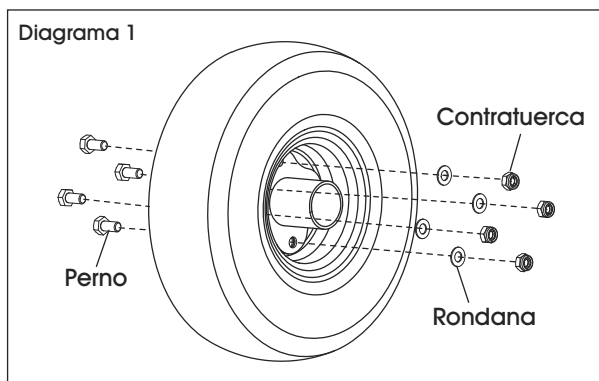
REPUESTO

1. Desinfe la llanta por completo. Afloje y retire la tornillería de la llanta. (Vea Diagrama 1)



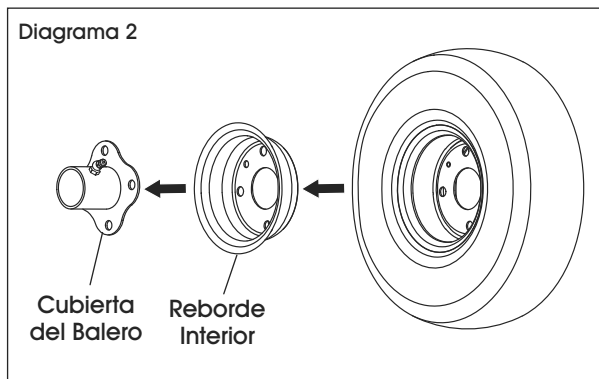
NOTA: No desensamble la llanta bajo alta presión.

Diagrama 1



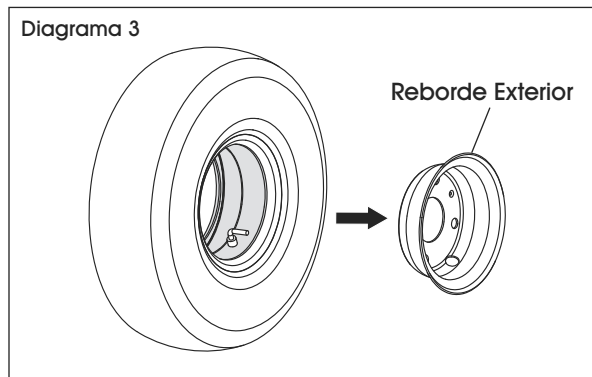
2. Retire la cubierta del balero y el reborde interior de la llanta. (Vea Diagrama 2)

Diagrama 2



3. Retire el reborde exterior. (Vea Diagrama 3)

Diagrama 3

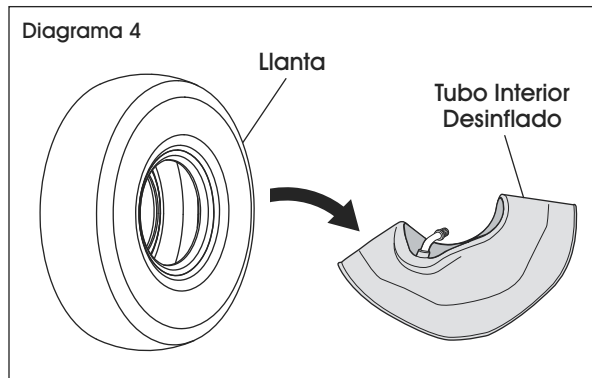


4. Retire el tubo interior desgastado o dañado de la parte interna de la llanta. (Vea Diagrama 4)



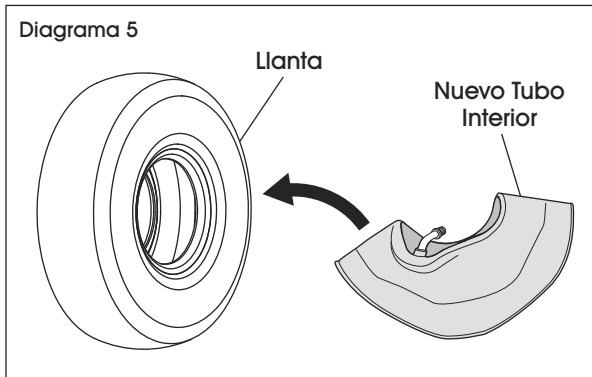
NOTA: Apriete el tubo interior para desinflarla aun más antes de retirarlo.

Diagrama 4

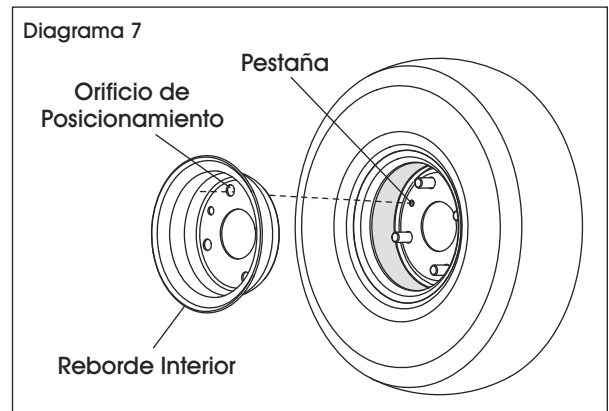


CONTINUACIÓN DE REPUESTO

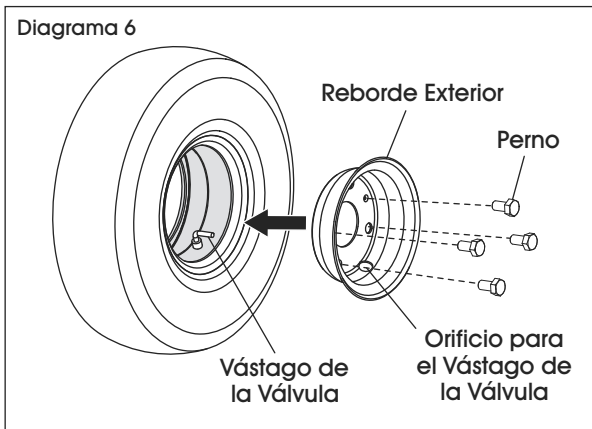
5. Inserte el nuevo tubo interior en la llanta. Infle ligeramente el tubo y permita que se asiente en su sitio. (Vea Diagrama 5)



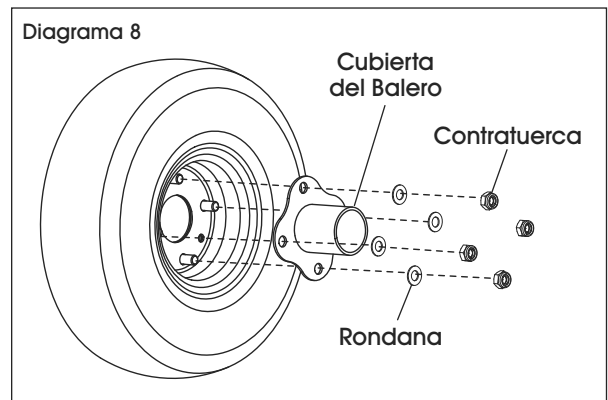
7. Vuelva a instalar el reborde interior. Asegúrese de que el reborde interior quede alineado con la pestaña del reborde exterior. (Vea Diagrama 7)



6. Vuelva a instalar el reborde exterior. Asegúrese de que el vástago de la válvula pase por el orificio designado y vuelva a insertar los pernos. (Vea Diagrama 6)



8. Vuelva a instalar la cubierta del balero y apriete los pernos con rondanas y tuercas de seguridad. Pruebe la llanta inflando a 30 PSI para verificar en busca de cualquier anomalía. (Vea Diagrama 8)



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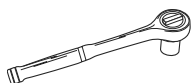
ROULETTES ET ROUES

PNEUMATIQUES

CHAMBRE À AIR – 10 po

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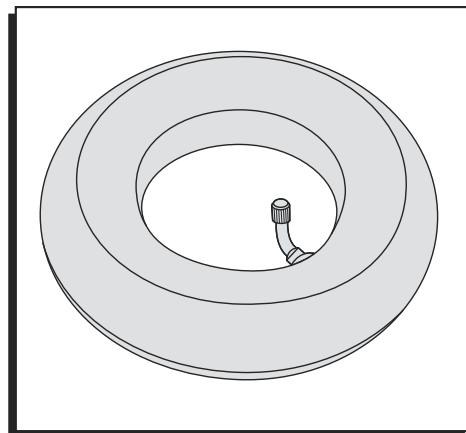
OUTILS REQUIS



Clé à douille



Clé



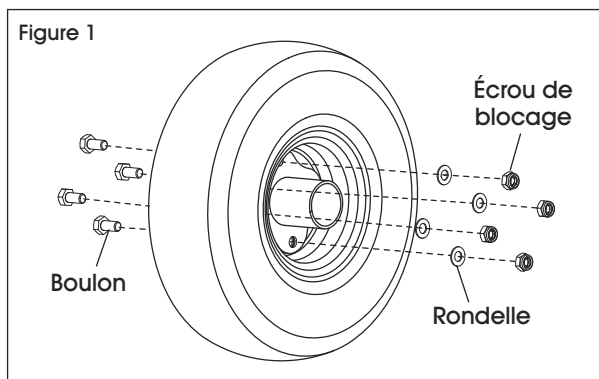
REPLACEMENT

1. Dégonflez complètement le pneu. Desserrez et retirez les pièces de fixation de la roue. (Voir Figure 1)



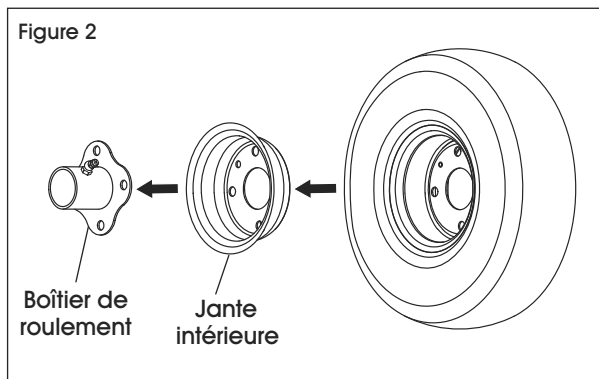
REMARQUE : Ne démontez pas la roue sous haute pression.

Figure 1



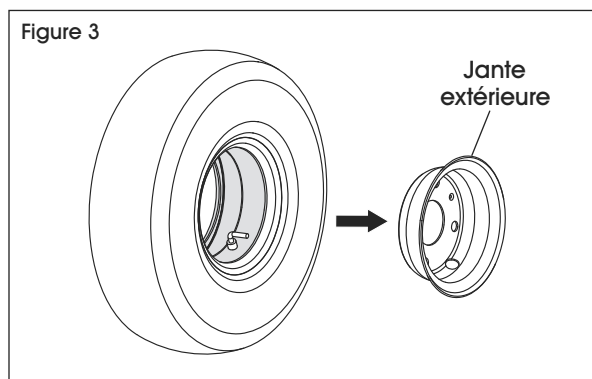
2. Retirez le boîtier de roulement et la jante intérieure de la roue. (Voir Figure 2)

Figure 2



3. Retirez la jante extérieure. (Voir Figure 3)

Figure 3

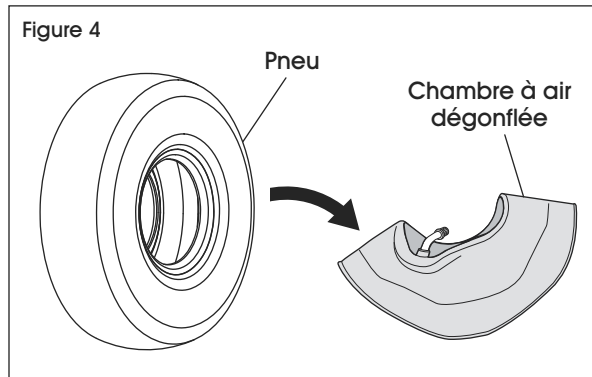


4. Retirez la chambre à air usée ou endommagée de l'intérieur du pneu. (Voir Figure 4)



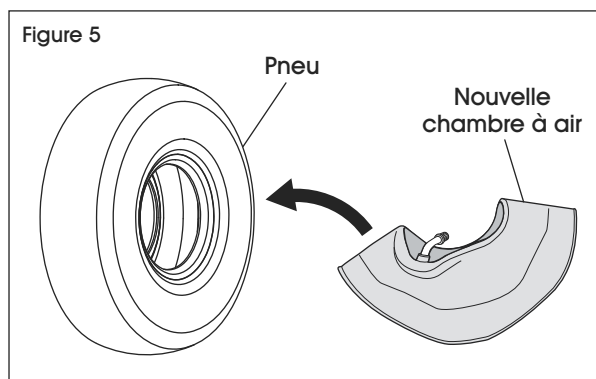
REMARQUE : Pressez sur la chambre à air pour la dégonfler davantage avant de la retirer.

Figure 4

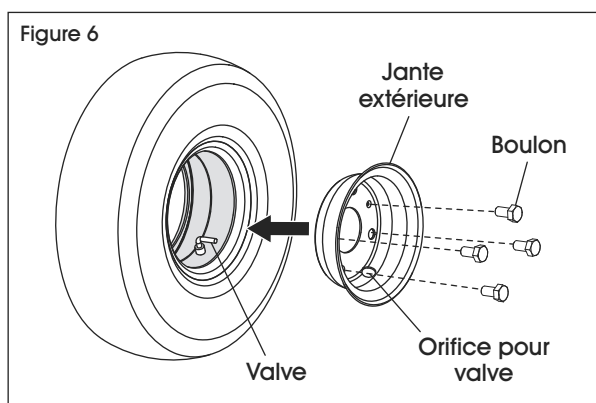


REEMPLACEMENT SUITE

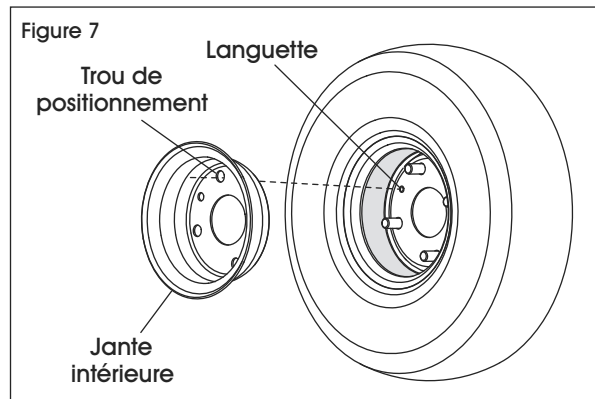
5. Insérez la nouvelle chambre à air dans le pneu. Gonflez-la légèrement pour la mettre en place. (Voir Figure 5)



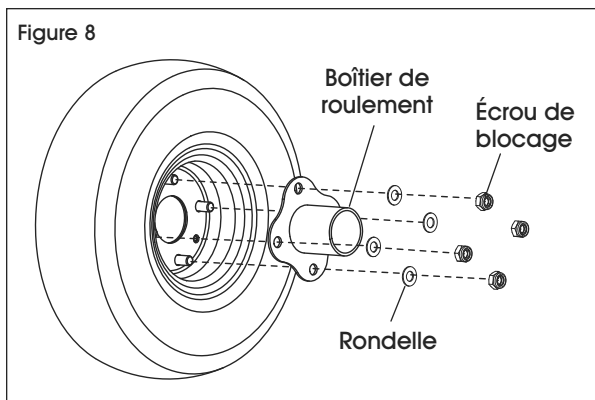
6. Remettez la jante extérieure en place. Assurez-vous que la valve passe par l'orifice prévu à cet effet, puis remettez les boulons en place. (Voir Figure 6)



7. Remettez la jante intérieure en place. Assurez-vous que la jante intérieure est alignée sur la languette de la jante extérieure. (Voir Figure 7)



8. Remettez le boîtier de roulement en place et fixez les boulons avec les rondelles et les écrous de blocage. Testez le pneu en le gonflant à 30 psi pour détecter d'éventuelles anomalies. (Voir Figure 8)



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