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DEAR PHIL,


I FINALLY GOT AROUND TO SKETCHING THE FIX FOR THE NOSE WHEEL TURNING ON THE AXLE RATHER THAN ON THE BEARINGS. THIS IS THE RESULT OF THE CONSTRUCTION OF THE WHEEL THAT EXPECTS THE STAMPINGS TO ABSORB THE PRELOADING FORCES ON THE BEARINGS.

I NOTICED THIS CONDITION OR POSSIBILITY WHILE INSTALLING THE TIRES AND TUBES ON THE NOSE WHEEL. I UNDERSTAND THAT SEVERAL NOSE WHEELS HAVE CRACKED OUT THE WEB. RESULTING IN THE COZY BUILDERS REPLACING THE WHEEL WITH A CLEVELAND WHEEL OF THE SAME SIZE

MY SOLUTION WAS TO MANUFACTURE THE SPACER, INDICATED BY THE DASHED FORM, OUT OF A PIECE OF 1 INCH ROUND ROD. I MADE THE SPACER SHORT ENOUGH SO THAT IT TOOK SEVERAL WASHERS TO GIVE THE DESIRED PRELOADING ON THE BEARINGS. THIS SPACER REQUIRES THE WHEEL TO TURN ON THE BEARINGS RATHER THAN ON THE AXLE.

SEE YOU AT THE NEXT MEETING.

SINCERELY,


GEORGE T. KROSSE

A MODIFICATION THAT FORCES THE NOSE WHEEL TO TURN ON THE BEARINGS RATHER THAN ON THE AXLE.

MEASURE THE DISTANCE BETWEEN THE BEARING CONES, AND MANUFACTURE A SPACER TO THESE DIMENSIONS.

I USED 1 INCH ROUND ALUMINUM, BUT I THINK 5/8 INCH WOULD BE ADEQUATE.

I MADE THE SPACER SHORTER THAN THE MEASURED DIMENSION SO THAT I COULD USE WASHERS TO GET THE PROPER PRELOADING ON THE BEARING.

