

# The Raptor Wheel - Assembly and Care Instructions

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## PVC stand:

Remove the nut from the bolt on the back of the wheel. The aluminum spacers stay on the bolt. Thread the nut on to bolt with the white plastic facing away from the threads. Using a small flat head screw driver hold the bolt stationary, and use a 7/16" or 11 mm or adjustable wrench to tighten the nut. It needs to be tight, you will see the threads of the bolt come out of the nut, there will be a bit of plastic shavings that's normal. Once the nut stops turning, give it about an extra 1/4 turn it is **IMPERATIVE** not to break the slot in the bolt on the back of the wheel it is not replaceable. Please contact me if you do. There is now an acorn nut included, it needs to be put on the end of the bolt that protrudes from the lock nut. It does need to be tight and you will probably turn the whole bolt. The acorn nut was added to cove the sharp edge on the slot, if you do get a bolt that comes to the end of the nut and the sharp edges are not protruding you do not need the acorn.

## Cagemount Plate:

If you purchased the mount and wheel at the same time it is attached to the wheel already. The bolts, nuts, and washers are attached to the plate in the order that they need to be. The easiest way to mount the plate to the cage is to remove the bolts from the mount, just loosen the wing nut and slide the bolt and etc. off of the plate. Take one of the bolts (with the washers and wing nut still on them) put the head and small washer through the bars of your cage from the outside to the inside the large washer will keep it from going through. Place the wheel in the cage and slide the bolt head and washer through the mounting plate slot (the slots should be horizontal) and tighten the wing nut (you might need somebody to do this for you while you hold the wheel). You could use a wooden perch placed under the wheel close to the front of the wheel to hold it too. Place another bolt opposite of the first one and get it tighten down. You can slide the plate to where you want it and finish or you can also take the nut off of the plate that holds the wheel on of and remove the wheel, then mount the plate to the cage and put the wheel back on. Just make sure you use all of the spacers and washer(s). Make sure you get the wing nuts tight, I recommend to check them the next morning and when you clean your cage to make sure they don't back off.

## Velociraptor:

For those of you who purchased your wheel from The Pet Glider, you have a special edition of the Raptor. I call it the Velociraptor. What makes it special? It has a dual bearing assembly for a longer life and smoother functioning. The cleaning and maintenance is exactly the same as the Raptor.

## Cleaning with the wheel removed from the cage:

I recommend using dish soap and a garden hose outside, soap down the front including the running track and spray it off. Don't spray any water at the back though, it will get in to the bearing! The best way to clean the back would be to wipe it down with a damp rag.

## Cleaning with the wheel inside the cage:

You can power wash the wheel just the front and track, again don't spray the back of the wheel! I recommend wiping it down instead. If you do decide to power wash the back of the wheel I would recommend setting the cage on whatever side makes the front of the wheel face up, and the back face down, to let the water drain from the bearing. Do not leave it in the sun though, if the wheel gets warm enough the plastic lid used on the back can warp causing the wheel to wobble.

***Remember: please practice good glider hygiene and wash your babies wheel before initial installation!!***

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## Caring for your bearing(s):

This is pure preventive maintenance to keep the bearing from premature failure. In my honest opinion and to the best of my knowledge the bearing should out live the rest of the wheel if taken care of properly. Place the wheel on its front, using an eye dropper or needleless syringe put a few drops of vegetable oil at the base of the aluminum spacer, it will find its way in to the bearing. Let it sit for 10 minutes. Spin the wheel a few times then turn it back over, let it sit for 30 minutes. Wipe off any oil and put back in to cage.

## Things to watch for:

The main concern is the plastic track. There are a few ways that if not watched for can cause harm to your glider! The first is normal wear, there is no way to tell you how long the track will last. It depends on how many gliders and how much the run, also if you keep their nails trimmed. Normal wear can be seen on the inside of the wheel look for a whitish area on the track. They can eventually open holes in it. You will also need to check the track for holes that they chewed through. Watch the gaskets that hold the track together this is on a concern on the Eco Raptor, they have the rubber ones that come with the lids and some gliders will take it out and chew it up. This will cause the wheel to fall apart.

## Contact Information:

Questions or problems? As always, you can get in touch with me if you need more help!

- The best way to contact me is to text me at 281-870-3201 (You can get me by voice at the same number - I work in a loud shop, so I may not hear my phone between 1:30 pm and 10:00 pm - if I do not answer, leave me a voicemail and I will return your call ASAP! After 10:00 pm, I am up until 4:00 or 5:00 am, so feel free to text or call.)
- or you can email me at [mygliderwheel@yahoo.com](mailto:mygliderwheel@yahoo.com)
- or you can message me on Facebook: David Watkins - <https://www.facebook.com/Davidwsg>
- You can also contact me on glider central under davidw, or on LGG under david\_w

P.S. Please don't think any question is dumb, please ask anything! I want you and your gliders to be completely satisfied with your Raptor wheel!

# Thank You For Your Purchase!