ALFA ROMEO

All Models – While rotating hub, tighten spindle nut to 18 ft. lbs. Loosen nut, then retighten to 7 ft. lbs. Back off on nut ¼ turn and install cotter key. If slot in spindle nut does not align with hole in spindle, tighten nut until it is possible to insert cotter key. After cotter key is installed, ensure that bearing retainer plate can be easily rotated by inserting a screwdriver in plate holes.

AUDI

NOTE – The folllowing procedure can only be performed using special tools indicated.

Model 100 (Front) – 1) Raise and support front of vehicle. Remove lower wheel bolt and replace with special wheel bolt adapter (V-104) and special dial indicator (G-43). By means of retaining screw on special tool (V-104), adjust dial indicator to pretensioned position of 1 millimeter.

2) Grasp wheel at front and rear. First push inward on front while pulling outward on rear, record dial indicator reading. Reverse this procedure and record dial indicator reading. Difference between these two readings is wheel bearing play. If play exceeds .04-.07 mm, adjustment will be necessary.

3) Remove cotter pin and castle nut. If there was too much play, tighten spindle nut until play is within specifications. If there was insufficient play, remove wheel, spindle nut and its shim. Replace and tighten spindle nut. Using 1 millimeter feeler gauge, loosen spindle nut until it is possible to insert feeler gauge between spindle nut and wheel hub. Attach special hub puller (V-26) and withdraw hub until it is firmly in contact with spindle nut. Remove puller and retighten spindle nut until it is within specifications.

Model 100 (Rear) – Raise and support rear of vehicle. Remove grease cup and one wheel bolt. Attach special dial indicator (30-43), using wheel bolt adapter (40-104) and attachment (10-22). Dial indicator actuator foot should be pretensioned to 1 millimeter against the stub axle. Grasp wheel at front and rear. Move wheel on horizontal axis. If reading on dial indicator is not .02-.04 mm, adjustment will be necessary. Adjust by loosening or tightening spindle nut.

NOTE– Fox front wheel bearing is not adjustable. Torque stub axle nut to 13 ft. lbs.

Fox (Rear) – Remove grease cup, cotter pin and castle nut. Tighten spindle nut and loosen for adjustment. Adjust by lightly tightening spindle nut until plain washer (beneath spindle nut) can just be moved from side to side, using screwdriver. This adjustment will correspond to .0012-.0027" (.03-.06 mm) wheel bearing play.

AUSTIN

Austin Marina – Raise and support vehicle so that front wheel is not touching ground. Remove grease cup and attach suitable magnetic base dial indicator with base on brake drum and actuating foot touching spindle. Bearing wobble should be from .001-.005". If adjustment is required, remove cotter pin and slacken castle nut. Torque castle nut to 5 ft. lb., while spinning wheel. Stop wheel, slacken castle nut, and retighten castle nut, finger tight only. Reinstall cotter pin. *NOTE – At minimum end-float figure given, a considerable amount of movement will be felt in the front wheel. Do not reduce end-float below .001".*

BMW

All Models – While rotating hub, tighten castle nut to 7 ft. lbs., then back off on nut ⅓ turn. Insert screwdriver in recess of bearing retainer washer and ensure washer can be rotated easily. Install suitable gauge holder (BMW 5104) on wheel hub and install dial indicator with tip touching front axle stub. Shake wheel hub and read dial indicator for bearing play. Adjust castle nut until bearing play is .0008-.0024". *NOTE – Set bearing play as close to lowest limit as possible.* Install cotter key.

CAPRI

All Models – Rotate wheel, hub, and drum assembly while turning adjusting nut to 17-25 ft. lbs. Back off nut one-half turn. Retighten adjusting nut to 10-15 INCH lbs. Reinstall cotter pin and check front wheel rotation.

COLT

All Models – Tighten adjusting nut to 14.5 ft. lbs. After seating bearing components, loosen nut to 0 ft. lbs. Now make final adjustment to 3.6 ft. lbs. After installing lock cap, insert cotter pin. *NOTE – Do not loosen adjusting nut more than 15 degrees to align spindle holes.*

COURIER

All Models – While rotating wheel, hub and drum assembly, tighten adjusting nut to 17-25 ft. lbs. Back adjusting nut off ½ turn and retighten nut to 6-8 ft. lbs. Install new cotter key and check wheel rotation.

DATSUN

All Models – Tighten spindle nut to torque specifications in following table. Spin wheel and retorque spindle nut. Loosen nut according to specifications in following table and then tighten to align cotter key hole. Insert cotter pin.

Wheel Bearing Adjustment

Application	Torque (Ft. Lbs.)	Loosen
B210	22-25	90°
Pickup	22-25	40-70°
All Other	18-22	60°

FIAT

Model 124 – While rotating hub, torque spindle nut to 14.5 ft. lbs. Completely loosen nut and retighten to 5 ft. lbs. Loosen nut 30° and stake collar of spindle nut into machined slot on spindle. Attach a dial indicator with magnetic base on brake drum and actuating foot on spindle. Hub end play should not exceed .039". *NOTE – When ever spindle nut has been removed it must be replaced with a new nut.*

Models 128 & X1/9 – Tighten front and rear spindle nuts to 112 ft. lbs. When spindle nuts are properly tightened, stake collar of spindle nut into machined slot on spindle.