

Wheel Bearing Adjustment

HONDA

Civic (Front) — Front wheel bearing is not adjustable. Torque front spindle nut 87-130 ft. lbs.

Civic (Rear) — Rear wheel bearing is not adjustable. Torque rear spindle nut 72-94 ft. lbs.

JAGUAR

All Models — While rotating hub, tighten nut until no end play is evident. Loosen nut 1 or 2 flats to line up cotter key and install cotter key. End play should be measured with a dial indicator and should be .002-.006". If not within specifications, adjust axle nut to correct end play.

JENSEN-HEALEY

All Models — While rotating wheel, tighten spindle nut until wheel turns with resistance. Back off spindle nut and using a socket only, tighten spindle nut by hand. Align slots in spindle nut with hole in spindle and install new cotter key.

LUV

All Models — While rotating wheel, tighten spindle nut to 22 ft. lbs. Turn hub through two or three turns and loosen nut until just finger tight. Check free play. Using a pull scale attached to wheel stud, measure turning torque; adjust nut until pull recorded on scale is 1.1-2.6 lbs. when wheel begins to rotate.

MAZDA

All Models — With vehicle raised and supported under lower control arms, measure amount of bearing preload using a pull scale hooked on hub bolt. Preload should be 1.3-2.4 lbs. (pick-up) or .9-2.2 lbs. (all other models). If not to specifications, adjust by tightening spindle nut until correct bearing preload is obtained. Align slot of spindle nut with hole in spindle and install new cotter key.

MERCEDES-BENZ

All Models — While rotating hub, tighten clamping nut until hub can just be turned. Loosen clamping nut and release bearing tension by striking steering knuckle spindle with plastic hammer. Using a suitable dial indicator, check wheel bearing end play. End play should be .039"-.078". Adjust clamping nut until end play is within limits. Tighten socket bolt of clamping nut. Washer between outer bearing and clamping nut should rotate with light pressure applied to it.

MG

Midget — Raise front of vehicle and remove each wheel. Remove caliper assembly, but do not disconnect hydraulic brake hose. Support caliper to prevent damage to hose. Attach suitable dial indicator and measure runout of hub at outer edge of brake rotor. If runout exceeds .006" remove rotor and reposition on hub. Torque spindle nut to 40-70 ft. lbs. and recheck runout.

MGB & MGB/GT — Raise front of vehicle and remove front wheels. Using suitable dial indicator, measure hub end play. Correct end play is .002-.004". If not within specifications, remove spindle nut, washer, and outer bearing. Add or remove shims behind outer bearing, until correct end play is obtained with spindle nut torqued to 40-70 ft. lbs.

OPEL

All Models — Raise and support front of vehicle. While rotating wheel, torque spindle nut to 18 ft. lbs. Back off spindle nut ¼ turn. If slot in spindle nut and hole in spindle do not align, back off nut until they are aligned and insert cotter pin. Properly adjusted wheel bearing will exhibit small amount of end play.

PANTERA

NOTE — It is possible that some vehicles will not have a hole drilled through the spindle or a castellated nut, on the spindle. It is necessary to remedy this situation by drilling a 5/32" hole exactly 1 1/32" from outer end of spindle.

Raise and support vehicle. Torque castellated spindle nut to 17-25 ft. lbs. Back off spindle nut one half turn and retorqued nut to 10-15 INCH lbs. Install new cotter pin.

PEUGEOT

All Models — While turning wheel, tighten spindle nut to 22 ft. lbs. Loosen and retorqued nut to 7 ft. lbs. Lock nut in this position, by staking nut collar into slot of spindle.

PORSCHE

All Models — Turn wheel and tighten clamping nut just enough to seat roller bearings. Loosen until tab washer can be easily moved in a lateral direction (by means of a screwdriver) and no perceptible bearing play is felt when hub is moved axially. Tighten screw on clamping nut to specified torque and recheck adjustment.

RENAULT

All Models (Front) — Front wheel bearings are not adjustable. Torque spindle nut to 115 ft. lbs., while holding hub-disc assembly.

All Models (Rear) — Tighten rear spindle nut to 25 ft. lbs., while rotating the disc or drum. Loosen nut ¼ turn and check end play using a dial indicator. End play should be .001-.002". Adjust spindle nut until end play is set to specifications, then install a new cotter key.

SAAB

All Models (Front) — Front wheel bearings are not adjustable. Torque front spindle nut to 145 ft. lbs.

All Models (Rear) — Install washer and castle nut. Torque nut to 65 ft. lbs. and align cotter pin hole. Shake wheel in vertical direction and check end play. If end play exceeds .08" (2.03 mm) and torque on spindle nut is correct, replace bearing.

SUBARU

All Models (Front) — Front wheel bearing is not adjustable. Tighten spindle nut to 174 ft. lbs.

All Models (Rear) — While rotating brake drum, snug down spindle nut to seat bearings. Back spindle nut off 1/8 turn and bend tab of locking washer to secure spindle nut. If adjustment is correct, a force of 6.1-8.7 INCH lbs. will be required to rotate wheel.