# Wheel Bearing Adjustment

## HONDA

**All Models (Front)** – Front wheel bearings are not adjustable. Torque front spindle nut to 87-130 ft. lbs. (Civic and Accord) or 109 ft. lbs. (Civic CVCC).

**All, Except Accord (Rear)** – Rear wheel bearings are not adjustable. Torque rear spindle nut to 72-94 ft. lbs. (Civic) or 83 ft. lbs. (Civic CVCC).

**Accord (Rear)** – Tighten spindle nut to 18 ft. lbs. (2.5 mkg) and rotate drum several times. Loosen lock nut. Tighten spindle nut to 1.1-3.6 ft. lbs. (.15-.5 mkg). Insert cotter pin.

## 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.

## LANCIA

**All Models** – Front wheel bearing and rear wheel bearings are pressed into stub axle housings. Stub axle must be removed to replace bearings. Spindle nut torque not available.

## 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. (Pickup) or .88-2.0 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 .0004-.0008". 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 46 ft. lbs. and recheck runout.

## MG (cont.)

**MGB** – Raise front of vehicle and remove front wheels. Using suitable dial indicator, measure hub end play. Correct end play is .002-.004" (.05-.10 mm). 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. (5.5-9.7 mkg).

## OPEL

**All Models** – Raise and support front of vehicle. While rotating wheel, torque spindle nut to 21 ft. lbs. Back off spindle nut completely. Now turn the nut all the way in using fingers only. If slot and hole are not aligned, tighten enough to align and install cotter key.

## PEUGEOT

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

## PORSCHE

**All Models (Front)** – Turn wheel and tighten clamping nut just enough to seat roller bearings. Loosen nut until tab washer can be easily moved laterally with a screwdriver. There should be no bearing play felt when hub is moved axially. Tighten screw on clamping nut and recheck adjustment.

**930 (Rear)** – Torque axle nut to 217 ft. lbs. (30 mkg) and check axial play. Adjust axle nut in small steps until axial play is about .001" (.04 mm) (torque may be increased to 325 ft. lbs.; 45 mkg, during this procedure). Loosen axle nut. Retorque nut to 217 ft. lbs. (30 mkg) and insert cotter pin.

## RENAULT

**R5 (Front)** – Nonadjustable. Torque stub axle nut to 90 ft. lbs. (12.4 mkg).

**R5 (Rear)** – Tighten stub axle nut to 25 ft. lbs. (3.5 mkg). Loosen nut about ¼ turn. Check bearing end play, it should be between .0004-.002" (.01-.05 mm). Adjust stub axle as necessary. Fit lock plate and cotter pin. Refill hub dust cover cap with ⅓ oz. of grease.

**R-12 & R-17 (Front)** – Front wheel bearings are not adjustable. Torque spindle nut to 115 ft. lbs. (14.5 mkg), while holding hub-disc assembly.

**R-12 & R-17 (Rear)** – Tighten rear spindle nut to 25 ft. lbs. (3.5 mkg) while rotating drum. Loosen nut ¼ turn and check end play using a dial indicator. End play should be .001-.002" (.025-.051 mm). 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 lock nut. Tighten lock nut to 36 ft. lbs. (5 mkg) to seat bearings. Loosen lock nut completely, then tighten nut to 1.4-2.9 ft. lbs. (.2-.4 mkg) and lock nut in place by bending flange into slot of lock nut.