necessary, remove grease cap and cotter key. Tighten spindle nut to 5 ft. lbs. (.7 mkg), then back nut off one flat and install cotter key.

Spitfire – Raise and support front of vehicle, then remove wheel and brake caliper. Attach a dial indicator and measure wheel bearing end play. If end play exceeds .003-.005" (.08-.13 mm), remove cotter key and loosen or tighten spindle nut until end play is within specifications. Install new cotter key.

NOTE – *Do not exceed 5 ft. lbs. (.7 mkg) when torquing spindle nut.*

VOLKSWAGEN

Type 1 (Front) – Torque adjusting nut to 7 ft. lbs. (1.0 mkg) while hand turning drum. Measure bearing play using a dial indicator. Hand tighten adjustment nut until bearing play is about .001-.005" (.03-.12 mm). Tighten retainer clamp.

Type 2 (Front) – Adjust clamp nut while rotating wheel. Adjustment is completed when thrust washer can be moved with a screwdriver and finger pressure.

All Others (Front) – Front wheel bearings are pressed into bearing housing and no adjustment is required. Tighten front axle nut on Dasher to 145 ft. lbs. (20 mkg) for M 18x1.5 nuts or 175 ft. lbs. (24 mkg) for M 20x1.5 nuts. For Rabbit and Scirocco models tighten nuts to 175 ft. lbs. (24 mkg).

Dasher, Rabbit & Scirocco (Rear) – Wheel bearings are correctly adjusted if thrust washer can be moved slightly with a screwdriver. NOTE – *This will provide axial play of approximately .001-.003".*

VOLVO

All Models – While rotating hub, torque nut to 50 ft. lbs. (6.9 mkg). Loosen nut ⅓ turn and check for hub rotating freely with no end play. If necessary to align cotter pin holes, loosen nut and install cotter pin.

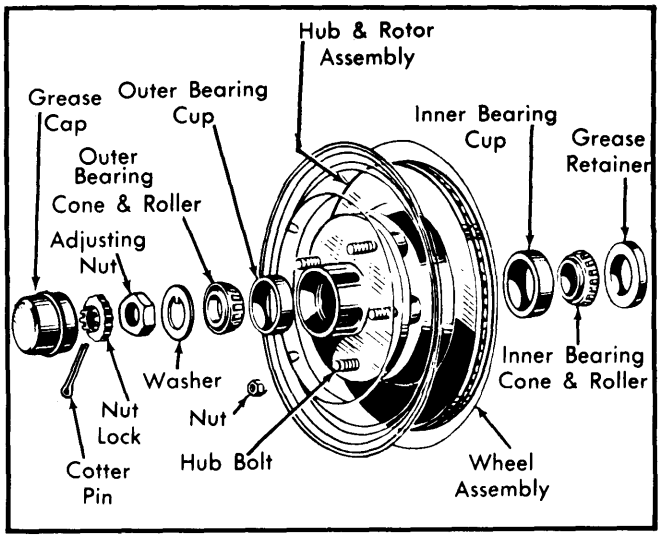

Fig. 2 Exploded View of Wheel Bearing Components with Disc Brakes