WHEEL BEARING ADJUSTMENT

ADJUSTMENT

NOTE — Correct wheel bearing adjustment is very important on vehicles with disc brakes, as too much end play in bearings will cause disc wobble and brake damage.

NOTE — On all vehicles with disc brakes, caliper assembly must be removed before disc and hub, in order to work on wheel bearings. Caliper-to-disc clearance is very critical on these vehicles. It is not necessary to disconnect brake hoses in order to remove caliper assembly. Wire caliper out of the way (do not hang on brake hose).

NOTE — To seat bearings properly, hub must be turning while tightening adjusting nut. If cotter pin holes do not line up, back off nut only enough to insert cotter pin.

CHRYSLER CORP.

"D", "B" & "PB" Models — Tighten wheel bearing adjusting nut to 360-480 INCH lbs. Back off nut to release preload and retighten finger tight. Install lock nut and cotter pin. Check that final end play is .001-.003".

"AD" & "PD" Models — Tighten wheel bearing adjusting nut to 90 INCH lbs. Back off nut to release preload and retighten nut finger tight. Install cotter pin.

W100, W200, "AW" & "PW" Models — Not a bearing adjustment. When installing hub assembly, tighten nut to 100 ft. lbs. Tighten nut to next slot if necessary, to install cotter pin.

W200 (W/Extra Equip.) & W300 — Tighten inner lock nut to 50 ft. lbs. Back nut off and retighten to 30-40 ft. lbs. Back nut off 135-150°, then assemble lock ring and outer lock nut. Tighten lock nut to 65 ft. lbs. Bend tangs over inner and outer locking nuts. Final end play should be .001-.010".

"M" Models — Tighten adjusting nut to 50 ft. lbs. Back nut off 1/6 to 1/4 of a turn and install cotter pin. *CAUTION — Do not back off less than 1/6 of a turn.* Nut should not be more than finger tight.

FORD MOTOR CO.

"U" Models & F100/250 4WD — Tighten adjusting nut to 50 ft. lbs. Back nut off 1/4 of a turn. Install locking nut and tighten to 80-100 ft. lbs. Final end play should be .001-.010".

"E" Models & "F" Models (2WD) — Tighten adjusting nut to 17-25 ft. lbs. Install nut lock so slot is aligned with cotter pin hole in spindle. Back adjusting nut off two slots of nut lock and install cotter pin. There should be no noticeable end play.

P350 — Tighten adjusting nut to 40-55 ft. lbs. Back off adjusting nut to align slot with cotter pin hole in spindle (if not already aligned), then back nut off an additional two slots and install cotter pin. There should be no noticeable end play.

"M" Models — Tighten adjusting nut to 70-100 ft. lbs. Back off adjusting nut 1/2 of a turn. Tighten adjusting nut finger tight (13-17 INCH lbs.) while moving top of tire in and out. Install cotter pin. Final end play should be .001-.010".

GENERAL MOTORS

GMC Motor Home (Front Wheels) — Not a bearing adjustment. When installing hub assembly, tighten nut to 100 ft. lbs. Tighten nut to next slot if necessary to install cotter pin. *CAUTION — Do not allow torque to exceed 280 ft. lbs.*

GMC Motor Home (Rear Wheels) — Tighten adjusting nut to 25-30 ft. lbs. Back off adjusting nut 1/2 of a turn, and retighten finger tight. Install cotter key and check that final end play is .001-.005".

"K" Models — Tighten adjusting nut to 50 ft. lbs. Back off adjusting nut and retighten to 35 ft. lbs. Back off nut 3/8 of a turn (maximum) and install lock washer. Install lock nut and tighten to 50 ft. lbs. Final end play should be .001-.010".

"C", "G" & "P" Models — Tighten adjusting nut to 12 ft. lbs. Back off adjusting nut and retighten finger tight. Loosen nut to line up for cotter pin installation but to not loosen more than 1/2 of a flat. Install cotter pin and check that final end play is .001-.005".

INTERNATIONAL HARVESTER

All Models — Tighten adjusting nut to 30 ft. lbs. Back off adjusting nut 1/4 of a turn and retighten nut finger tight. Back nut off slightly and install cotter pin. Install and tighten lock nut. Check that final end play is .001-.010".

JEEP

"CJ" Models 4WD — With driving flange, lock nut, and lock washer removed from hub, rotate wheel and tighten wheel bearing adjusting nut until wheel just begins to bind. Back off nut 1/6 of a turn, and make sure wheel rotates freely without sideways shake. Replace lock washer, and lock nut, then install driving flange.

All Other Models — Tighten adjusting nut to 50 ft. lbs. Back off adjusting nut 1/4 of a turn (maximum). Install lock washer with inner tab aligned with keyway of spindle. Turn adjusting nut until peg engages nearest hole in lock washer. Install lock nut and tighten to 50 ft. lbs.

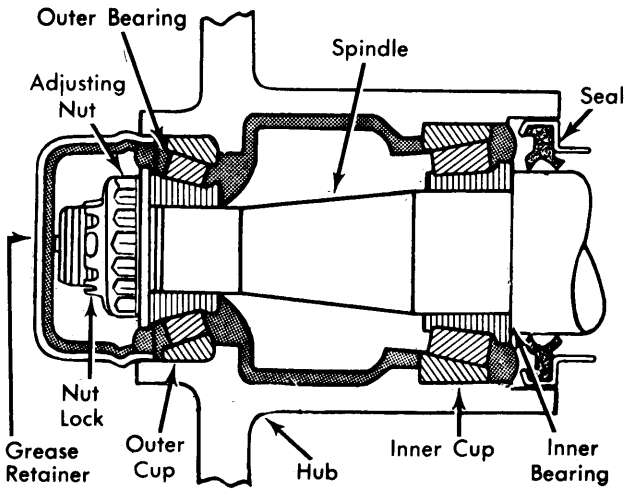

Fig. 1 Typical Front Wheel Bearing Assembly