

## FRONT WHEEL BEARING

### ADJUSTMENT

**NOTE** — For removal and installation of front wheel bearings, see the Spicer (Dana) Full-Floating Axle article in DRIVE AXLE Section.

**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.

**"B", "CB", "MB" & "PB" Models** — Tighten wheel bearing adjusting nut to 360 to 480 INCH lbs. while rotating rotor. Back off adjusting nut to release all preload then retighten finger tight. Install nut lock and cotter pin. Install grease cap.

**"D" Models** — Tighten wheel bearing adjusting nut to 90 ft. lbs. while rotating rotor. Back off adjusting nut to release all preload then retighten finger tight. Install nut lock and cotter pin. Install grease cap.

**W150/250, "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.

**W250 (With Extra Equip.), W350/450** — Tighten inner lock nut to 50 ft. lbs. Back nut off and retorque to 30-40 ft. lbs. while turning rotor. Now back off 135-150°. Assemble outer lock nut and lock ring. Tighten lock nut to 65 ft. lbs. Bend tang over inner and outer lock nuts. Correct final end play is .001-.010".

### FORD MOTOR CO.

**Bronco and F150/350 Models 4-WD** — Tighten adjusting nut to 50 ft. lbs. while rotating rotor. Back nut off 90°. Install locking nut and tighten to 50-80 ft. lbs. Final end play should be .001-.010" (.001-.008" for F250 4-WD with Spicer (Dana) 44-9F Axle).

**Bronco, "E", and "F" Models 2-WD** — Tighten nut to 22-25 ft. lbs. while rotating rotor. Now back off adjusting nut  $\frac{1}{8}$  turn. Install retainer and cotter pin without backing off nut any more.

### GENERAL MOTORS

**K10, K1500, K20 & K2500** — Tighten inner adjusting nut to 50 ft. lbs. while rotating rotor. Now back off nut and retighten to 35 ft. lbs. while rotating rotor. Again back off nut  $\frac{3}{8}$  turn. Install inner nut lock by aligning nearest hole in lock with adjusting nut pin. Install outer lock nut and tighten to 80 ft. lbs.

**K30 & K3500** — Tighten inner adjusting nut to 50 ft. lbs. while rotating rotor. Now back off nut and retighten to 35 ft. lbs. while rotating rotor. Again back off nut  $\frac{3}{8}$  turn. Install lock washer and outer lock nut. Tighten lock nut to 65 ft. lbs. Bend ear of lock washer over outer nut at a minimum of 60°.

**"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  $\frac{1}{2}$  of a flat. Install cotter pin and check that final end play is .001-.005".

### JEEP

**"CJ" and "Scrambler" Models** — Install inner lock washer and adjusting nut. Tighten nut to 50 ft. lbs. while rotating rotor. Now back off nut  $\frac{1}{2}$  turn. Install outer lock washer and nut. Tighten nut to 50 ft. lbs. Bend lock washer lip over nut.

**All Other Models** — Install inner adjusting nut. Tighten adjusting nut to 50 ft. lbs. while rotating rotor. Back off nut  $\frac{1}{3}$  turn. Install inner nut lock washer by aligning nearest hole in lock washer with adjusting nut pin. Install outer lock nut, and tighten to 50 ft. lbs.

**NOTE** — Make sure pin on nut faces away from bearing.

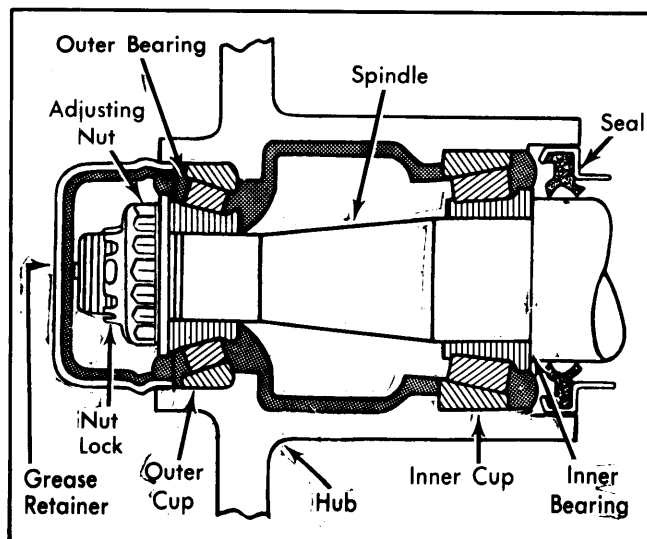


Fig. 1 Typical Front Wheel Bearing Assembly