ADJUSTMENT NOTES

►*SPINDLE NUT TIGHTENING NOTE: To seat bearings properly, wheel must be rotating when tightening spindle nut. Unless noted, all nuts must be tightened enough to seat bearings, and then backed off loose and retighted to specifications given for each car. CAUTION – If cotter pin holes do not line up, back off nut ONLY enough to insert cotter pin.*

►*DISC BRAKE CARS WHEEL BEARING ADJUSTMENT CAUTION – Correct wheel bearing adjustment is very important on these cars. Too much endplay in bearings will cause disc wobble and brake damage.*

►*DISC BRAKE CARS NOTE: On all cars with disc brakes, caliper assembly must be removed before disc and hub to work on wheel bearings. Caliper-to-disc clearance is very critical on some cars. Be sure to observe all cautions. It is not necessary to disconnect brake lines to remove caliper assembly. Wire caliper assembly up out of way (do not hang from brake lines).*

American Motors

1961-67 – Tighten spindle nut to 20 ft. lbs. while rotating hub. Back off nuts together to second slot and install cotter pin and dust cap to provide .001-.006" endplay. Check endplay with dial indicator.

1968-73 – Tighten spindle nut to 20 ft. lbs. while rotating wheel. Loosen spindle nut 1/3 turn and with wheel rotating retorque spindle nut to 12 INCH lbs. (2-10 INCH lbs. on 1973 models). Place nut retainer on spindle nut with slots of retainer aligned with cotter pin hole on spindle. Install cotter pin and dust cap.

Chrysler Corp.

1965-71 – Tighten spindle nut to 90 INCH lbs. while rotating wheel. Install nut lock with one pair of slots in line with cotter pin hole, then back off nut and nut lock one slot. Install cotter pin. Bearing end play should be .000-.003".

1972-73 – Tighten spindle nut to 70 INCH lbs. on Dart and Valiant models, and 90 INCH lbs. on all others, while rotating wheel. Position nut lock on adjusting nut so one pair of cotter pin slots align with hole in spindle. Back off adjusting nut and lock to next slot and install cotter pin.

Ford Motor Co.

All Models - Tighten spindle nut to torque listed in table below, install nut lock with castellations indexed with cotter pin holes, then back off spindle nut lock to next castellations and install cotter pin.

Year & Model	Torque (Ft. Lbs.)
Lincoln	15-20
1962-65 Comet, Falcon, Fairlane, Mustang	15-20
All Others	17-25
1966-67 All Models	17-25

1968-73 – Tighten spindle nut to 17-25 ft. lbs. while rotating wheel. Back off adjusting nut 1/2 turn. Tighten adjusting nut to 10-15 INCH lbs. Install nut lock and cotter pin.

General Motors Corp.

Buick (1965-73) – Spin wheel in forward direction. Snug up spindle nut to fully seat bearings. Back off spindle nut until just loose. Now hand snug up spindle nut. Do not install cotter pin if holes line up, instead loosen nut a minimum of 1/12 turn and a maximum of 1/6 turn. Install a new cotter pin. Under no circumstances is the spindle nut to be even finger tight. When bearing is properly adjusted there will be .002-.006" end play.

Cadillac, Exc. Eldorado (1965-71) – Tighten spindle nut to 30 ft. lbs. while rotating wheel. Back off spindle nut and retighten to 6 ft. lbs. If hole and slot are not aligned, loosen adjusting nut to next hole. Install cotter pin.

Cadillac, Exc. Eldorado (1972-73) – Tighten spindle nut to 15 ft. lbs. while rotating wheel. Back off spindle nut and retighten finger tight. If cotter pin cannot be installed at this position, back off nut until holes align and install cotter pin.

Chevrolet (1965-73) – Spin wheel in forward direction. Tighten spindle nut to fully seat bearings. Back off spindle nut until just loose. Now hand snug up spindle nut. Do not install cotter pin if holes line up, instead loosen nut until next hole lines up. Under no circumstances should the nut be even finger tight. When bearing is properly adjusted there should be .001-.008" end play.

Oldsmobile, Exc. Toronado (1965-73) – Tighten spindle nut to 30 ft. lbs. while rotating wheel. Back nut off 1/2 turn. Retighten nut finger tight and install cotter key or retaining ring. If you are unable to install cotter key or retaining ring, back nut off (not to exceed 1/24 turn) until tabs on clip align with nut. Front wheel bearings when properly adjusted will have .001-.008" end play.

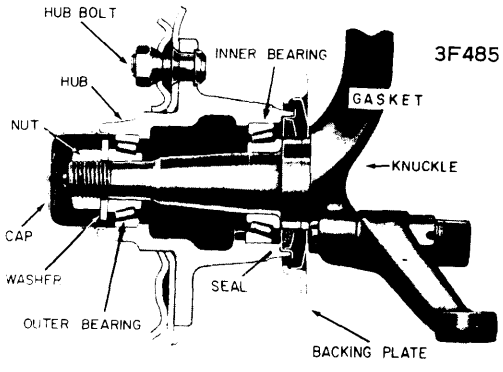
Pontiac (1965-73) – Snug up spindle nut to seat bearings while rotating wheel. Back off spindle nut until just loose (1/4-1/2 turn). Hand snug up nut, now loosen nut until either hole in spindle lines up with a slot in nut. Insert cotter pin. Under no circumstances is the bearing nut even to be finger tight. When properly adjusted there will be .001-.008" end play.

Oldsmobile Toronado & Cadillac Eldorado (Front Wheels) – Not a bearing adjustment. When installing hub assembly, tighten nut to 150 ft. lbs. Tighten nut to insert cotter pin.

Oldsmobile Toronado & Cadillac Eldorado (Rear Wheels) – Tighten to 30 ft. lbs. while rotating wheel. Back-off ½ turn and retighten finger tight. Insert cotter pin. Back off no more than 1/24 turn if necessary to insert cotter pin.

Studebaker Corp.

All Models - Tighten until wheel binds on bearing, then back off nut enough to let wheel turn freely and insert cotter pin.



FRONT WHEEL BEARINGS