Wheel Bearing Adjustment

ALL CAR MODELS

ADJUSTMENT

Proper adjustment of wheel bearings is a prerequisite to front end alignment. Additionally, too much play on vehicles with disc brakes can cause disc wobble and brake damage.

NOTE – *On all cars 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 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, but do not hang from brake line.*

AMERICAN MOTORS

Concord & Spirit – Raise and support front of vehicle. Remove hub cap, grease cap and "O" ring, cotter pin and nutlock. Tighten spindle nut to 25 ft. lbs. while rotating wheel by hand. Loosen spindle nut ⅓ turn. While rotating wheel, tighten spindle nut to 6 INCH Lbs. Install locking nut on spindle nut and install new cotter pin.

Eagle – Bearing assembly is sealed and requires no periodic maintenance. If worn, replacement of axle hub assembly is recommended.

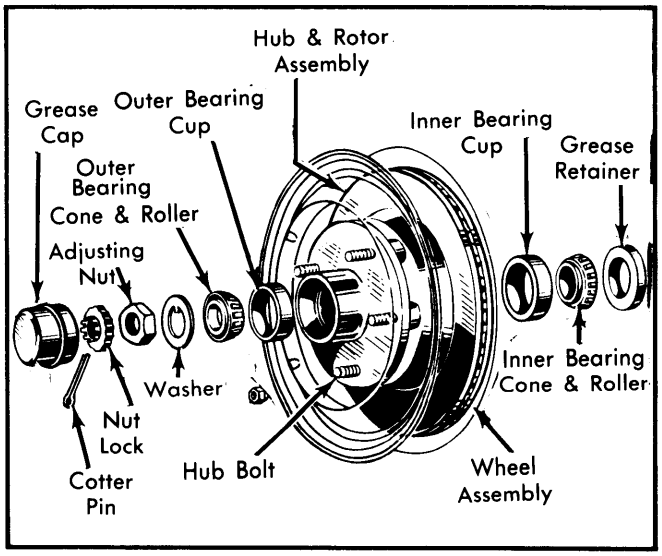

Fig. 1 Wheel Bearing Exploded View (Typical)

CHRYSLER CORP.

Rear Wheel Drive (Front) – Tighten adjusting nut to 240-300 INCH Lbs. while rotating wheel. Stop rotation and back off adjusting nut to completely release bearing preload. Finger tighten adjusting nut. Position locking nut over adjusting nut and install cotter pin. Adjustment should provide .001-.003" end play.

Front Wheel Drive (Front) – No lubrication or adjustment is necessary for permanently sealed front bearing. Replace hub nuts and washers when removed as they are not re-usable. Tighten new nuts to 185 ft. lbs. Install new bearing any time hub is removed.

Front Wheel Drive (Rear) – Rotate wheel by hand and tighten adjusting nut to 240-300 INCH Lbs. Stop rotation and back off adjusting nut to release bearing preload completely. Finger tighten adjusting nut. Position locking nut over adjusting nut and install new cotter pin. Adjustment should provide .001-.003" end play.

FORD MOTOR CO.

Rear Wheel Drive (Front) – Raise vehicle and remove wheel cover and grease cap. Remove cotter pin and locking nut. Loosen adjusting nut 3 turns and rock wheel, hub and rotor assembly in and out several times. Tighten adjusting nut to 17-25 ft. lbs. while rotating wheel assembly. Loosen nut ½ turn and tighten to 10-15 INCH Lbs. Reinstall locking nut on adjusting nut and insert new cotter pin.

Escort & Lynx (Front) – Bearings do not require periodic maintenance or adjustment. If hub nut is removed for any reason, it must be replaced with a new nut. Tighten hub nut to 180-200 ft. lbs. and stake collar into slot on drive spindle. DO NOT back off nut after reaching required torque.

Escort & Lynx (Rear) – Raise vehicle and remove wheel cover and dust cover. Remove cotter pin and nut retainer. Tighten adjusting nut to 17-25 ft. lbs. while rotating hub and drum assembly. Back off adjusting nut approximately 100° and position nut retainer so that slots are in line with cotter pin hole. Install cotter pin, dust cover and wheel cover.

GENERAL MOTORS

Front Wheel Drive Models – Both front and rear bearings are pre-adjusted and lubricated for life. No routine maintenance or adjustment is required.

Corvette (Rear) – **1)** Bearing end play is controlled by a solid tubular spacer and selected shims. To check end play, raise vehicle using care not to bend strut rods. Disengage lock bolt tabs and disconnect outboard end of axle drive shaft from wheel spindle flange.

2) Mark camber cam relationship to bracket. Loosen and turn camber bolt until torque control arm is forced outward. Remove wheel and tire assembly. Mount dial indicator (J-8001) on torque control arm adjacent surface, resting pointer on flange or spindle end.

3) Move brake disc in and out and check for .001-.008" end play. If end play is greater than specification, reduce shim thickness. If no end play exists, add .003" shim to original shim and recheck end play.

All Other Models (Front) – Raise and support vehicle at lower control arms. Remove hub cap, dust cap and cotter pin. Tighten spindle nut to 12 ft. lbs. while spinning wheel by hand. Back off nut until just loose, then hand tighten until snug. Back off enough to insert cotter pin (about ½ hex flat or 1/12 turn). Adjustment should provide .001-.005" end play. Install cotter pin, dust cap and hub cap.