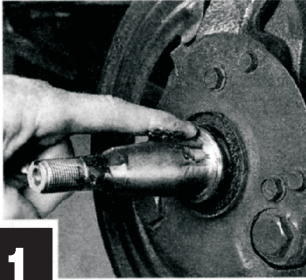


Follow vehicle manufacturer's recommended procedure to remove tyre and wheel assembly, disc brake caliper, dust cap, cotter pin, adjusting nut and washers.

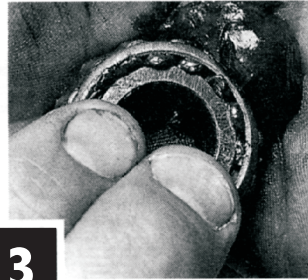
WARNING: Failure to follow recommended procedure for removal and reinstallation may cause equipment failure during operation, creating a risk of serious bodily harm.



1

CLEAN AND INSPECT SPINDLES AND HUBS:

Remove all old lubricant from rotor/hub assembly and spindle, then clean them with kerosene or mineral seal. Inspect spindle for scoring, bending, thread or other damage. File off nicks and burrs. Follow manufacturers recommendation for permissible spindle wear. A light grease coating on cone seats will make installation easier and prevent fretting.



3

LUBRICATE:

Repack cones immediately after inspection or fresh from carton. A pressure grease packer is recommended. To hand-pack cones, force grease under the cage between the rollers until it shows at the small end. Fill the hub with grease to the inside diameter of the outer races and also fill hub grease cap. This layer combats moisture and retains grease in cones.



5

INSTALL ROTOR/HUB ASSEMBLY:

Slide rotor/hub assembly back over spindle, being careful not to damage the seal against the spindle outer end or threads. Insert grease-packed outer cone, washer and adjusting nut.



2

INSTALL CUP:

Use cup driver or mild steel bar to press or drive new cup into hub until solidly seated against rotor hub shoulder. Be careful not to damage cup surfaces. **Never** use a cone to drive a cup.



4

INSTALL GREASE SEAL:

Grease seals must be replaced when they leak or when bearings are being repacked or replaced. Install inner cone in hub, then the seal. Make sure seal lips are pointed in direction. Use proper seal installation tool.



6

ADJUST BEARING:

Use a 12" wrench to tighten adjusting nut while turning rotor. When rotor binds slightly, all parts are properly seated. Back nut off 1/6 to 1/4 turn or sufficiently to allow .001" to .007" end play. Then lock the nut with a new cotter pin.

WARNING: Failure to correctly lubricate bearing and maintain proper lubrication may result in bearing damage which could cause wheel to lock or come off during operation, creating a risk of serious bodily harm.

WARNING: Failure to back off adjusting nut will cause bearing to run hot and be damaged. Wheel could then lock or come off during operation, creating a risk of serious bodily harm.

PLEASE NOTE: ALL SPECIFICATIONS AND DIMENSIONS ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTIFICATION