

5. Pull the hub off the stub axle and remove the inner cone of the outer taper bearing; the inner cone of the inner taper bearing can be removed by prising out the grease seal. The outer races of both taper bearings can be drifted out of the hub shell as necessary. When the grease seal has worn a groove in the stub axle distance piece, the latter must be chiselled off and a replacement pressed on.
6. Refitting is the reverse of the removal sequence but particular attention must be given to the following:—
 - i. Pack the hub and inner cone assemblies with grease of the correct grade, see "Section P". The amount required is one cap-full distributed evenly within the hub shell.

THE HUB DUST CAP WHEN FITTED DOES NOT CONTAIN GREASE.

- ii. The hub endfloat is set as described under "Front Hub Adjustment".
- iii. Ensure the speedometer cam is not omitted and the hub dust cap having a small peg in its inside face is fitted to the left hand front wheel.

WHEEL STUDS

To replace wheel studs it is necessary to remove the hub, see under "Hub Assembly".

Using a workshop press, select the stud to be replaced and position the head of the stud over the 'V' on 'V' blocks. Operate the press to remove the stud.

DO NOT ATTEMPT TO HAMMER STUDS OUT WITH THE HUB IN POSITION OTHERWISE DAMAGE TO THE BEARING MAY RESULT.

PRESS IN THE NEW STUD FULLY HOME.

Fitting a new stud is the reversal of the removal procedure, with particular attention to hub reassembly details given under "Hub Assembly".

FRONT HUB ADJUSTMENT

It is essential that the end-float of the front hub bearings is correct. To obtain the correct condition, the following procedure must be observed. THIS IS IMPORTANT.

1. Apply the handbrake and jack up the front of the car until the front wheel is clear of the ground.
2. Remove the nave plate and hub dust cap.
3. Release the tab-washer and remove the lock-nut from the stub axle followed by the tab-washer.

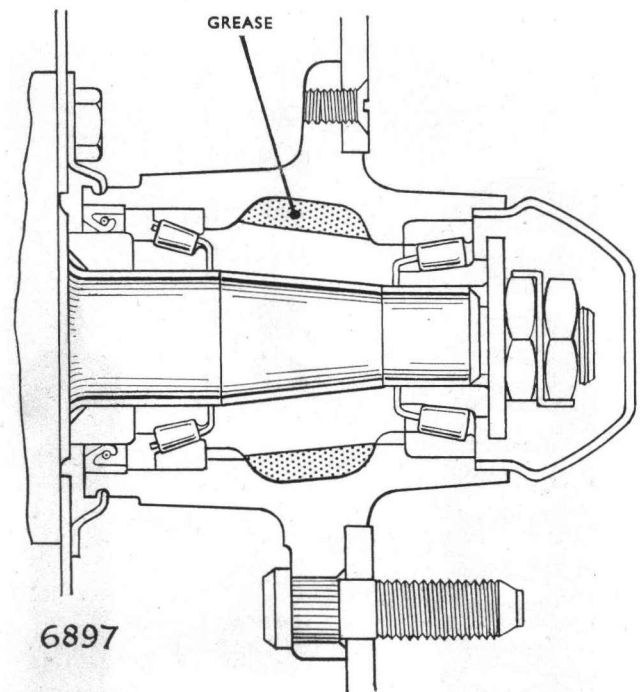


Fig. 7. Sectional view of front hub showing correct level of grease

4. Apply a torque wrench to the adjusting nut, spin the front wheel and tighten the adjusting nut simultaneously to the torque loading given in the "General Data Section".
5. Slacken off the adjusting nut, two flats and spin the front wheel.
6. Fit the tabwasher to the stub axle followed by the locknut and tighten the locknut to the torque given in the "General Data Section".
7. Check the endfloat with a dial test indicator when, if new bearings have been fitted, it will correspond with the endfloat given in the "General Data Section". IF THIS CHECK IS MADE BEFORE THE LOCKNUT IS TIGHTENED A FALSE READING WILL BE OBTAINED.
8. When the hub endfloat is outside the figures given, the adjusting nut must be reset, the locknut tightened and the endfloat again checked with the dial test indicator. Lock both nuts with the tabwasher.
9. Refit the hub dust cap to the hub. DO NOT FILL THE HUB DUST CAP WITH GREASE.
10. Refit the nave plate, and lower the car to the ground.