

## Section LLL.1

### FRONT HUBS

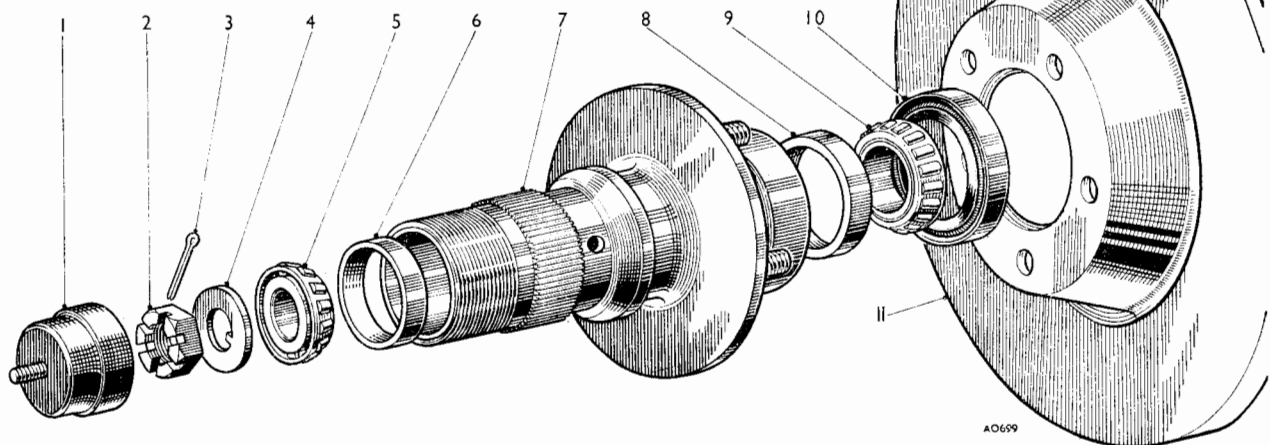
#### To Check for Wear

The inner and outer bearings of the front hub are of the taper roller type and are therefore adjustable. To check for wear of these bearings the car should be jacked up until the wheel of the front hub to be checked is clear of the ground. Movement between the brake disc and the steering arm denotes wear of the hub bearings or incorrect adjustment. Should a very positive movement be apparent, the front hub bearings will need renewing. The amount of movement present may be checked by a dial gauge.

Fig. LLL.1. Front hub exploded and brake disc.

- |                   |                        |
|-------------------|------------------------|
| 1. Grease cup.    | 6. Bearing outer race. |
| 2. Axle nut.      | 7. Hub.                |
| 3. Split pin.     | 8. Bearing outer race. |
| 4. Washer.        | 9. Inner bearing.      |
| 5. Outer bearing. | 10. Oil seal.          |
|                   | 11. Brake disc.        |

*Inset shows distance piece and shims.*



#### To Remove and Dismantle

- (1) Jack up the car until the wheel is clear of the ground and then place blocks under the spring plate. Lower the car on to the blocks.
- (2) Remove the "knock-on" hub cap (direction of rotation marked on cap) and pull the wheel off the splines.
- (3) Remove the brake calliper unit as described in Section MMM.7.
- (4) Use the extractor provided in the tool kit to extract the grease retaining cup from within the hub (Fig. L.11).
- (5) Straighten the end of the split pin and then prise it out through the hole provided in the hub.
- (6) Using a box spanner and tommy bar remove the hub securing nut and flat washer from the swivel axle.
- (7) Withdraw the front hub using an extractor. Use an extractor which screws into position on the

hub cap thread. Do not attempt to remove the hub by pulling on the brake disc (Fig. L.12). The hub is withdrawn complete with the inner and outer bearings and oil seal.

- (8) With the hub removed, dismantle the outer bearing by inserting a drift through the inner bearing and gently tapping the outer bearing clear of the hub. The inner bearing and oil seal can then be removed by inserting the drift from the opposite side of the hub.

#### To Reassemble and Replace

The end-float in the hub bearings must be checked and adjusted whenever the hub has been dismantled for

attention or when play in the hub bearings has become excessive. The end-float is adjustable by means of shims situated between the outer bearing and the bearing distance piece.

- (1) Press the two bearing outer rings into the hub. Insert the inner race and rollers of the inner bearing and the bearing spacer into the hub, packing the assembly with grease to Ref. C (page Q.1).
- (2) Fit the oil seal to the hub and mount the hub assembly on the stub axle. Position the inner race and rollers of the outer bearing, suitably greased, in the hub **without fitting shims at this stage**.
- (3) Fit the stub axle nut and washer. Tighten the nut and at the same time rotate the hub back and forth until there is noticeable drag. This ensures that the bearing cones are properly seated.
- (4) Unscrew and remove the stub axle nut. Extract