



B1849

Fig. KKK.1

*The front hub assembly*

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|--|----------------------------|---------------------------|--------------------|
| 1. Drive shaft nut.                          | 4. Hub and disc assembly.  | 6. Taper-roller bearings. | 8. Inner oil seal. |
| 2. Outer tapered collar.                     | 5. Bearing distance piece. | 7. Outer oil seal.        | 9. Drive shaft.    |
| 3. Inner tapered collar (early models only). |                            |                           |                    |

### Section KKK.1

#### DISMANTLING FRONT HUBS

When fitting new front hub bearings it is essential to replace the old distance piece with the new one supplied in the replacement bearing pack (Part No. 21A 1400). The new bearings comprise a matched set and must be used as such, otherwise the bearings will be out of adjustment when the hub is fully assembled.

Remove the split pin and unscrew the drive shaft nut. Lightly tap the end of the shaft with a hide hammer and pull off the driving flange and brake disc assembly, together with the outer split taper collar. Extract the drive shaft from the rear of the hub and remove the distance piece and inner and outer bearings.

Remove the two oil seals from the hub, extract the inner and outer bearing caps, using a brass drift (with a suitably angled face), and, making use of the two recesses in the shoulder in the hub, drive out one of the bearing cups. Take care not to damage the shoulder or bore of the hub during this operation. Drive out the other bearing cup, using a suitable drift to maintain the cup at right angles to the bore of the hub.

#### Reassembling

Before fitting the new bearings ensure that the hub bore and shoulder are perfectly clean and undamaged: any burrs or screw marks on these parts may cause the bearing cups to seat incorrectly and thus upset the bearing adjustment. Carefully remove any such high-spots with the aid of a scraper.

Position the bearing cups in the hub, using a suitable drift. Ensure that both cups are hard against the shoulder in the hub. Insert the inner bearing (packed with grease) into the rear of the hub and fit the oil seal.

Mount the hub onto the drive shaft and fit the distance piece, outer bearing (packed with grease), and oil seal, to the hub.

Fit the inner split taper collar (early models only), driving flange and brake disc assembly, outer split taper collar, and secure with the drive shaft nut. Tighten the nut to a torque reading of 150 lb. ft. (20.739 kg. m.) and check for run-out at the periphery of the disc. If the run-out exceeds .006 in. (.15 mm.) the disc and flange assembly must be removed and repositioned on the drive shaft splines.

When the run-out is within the required limits, insert a new split pin and lock the nut to the shaft. If necessary, tighten the nut to align the next split-pin hole.