

Section H4

Front hubs

Front hub - To remove

1. Apply the parking brake and chock the rear wheels.
 2. Depressurize the hydraulic systems as described in Chapter G.
 3. Remove the wheel trim from the respective wheel and slacken the wheel nuts.
 4. Carefully position a jack below the triangle lever and raise the wheel from the floor. Position a sill block beneath the front end of the body sill to support the car.
 5. Remove the road wheel.
 6. Disconnect the brake caliper pipes at the flexible hose mounting plate connection. Fit blanks to the pipe ends.
 7. Remove the brake caliper mounting bolts and withdraw the calipers off the brake disc.
 8. Carefully remove the hub dust cap.
 9. Break the sealing band and remove the split pin, castellated nut, and keyed washer from the stub axle.
- Note**
The right-hand stub axle nut has a right-hand thread and the left-hand stub axle nut a left-hand thread.
10. Withdraw the hub assembly from the stub axle.
 11. Retain the chamfered distance piece.
 12. Inspect the brake disc for wear and scoring.

Front hub - To dismantle

1. Remove the inner race from the outer bearing.
2. Using a screwdriver, prise the seals from the rear of the hub. Remove the seal protector and inner bearing race.
3. If new bearings are to be fitted, drive out the bearing outer races from the hub using a soft metal drift.
4. Thoroughly clean the hub and any serviceable components.
5. If it is necessary to remove the brake disc from the hub, reference should be made to Chapter G.

Front hub - To assemble (see Fig. H17)

1. Press the new bearing races squarely into the hub with the smaller end of the taper leading. Ensure that the bearing races are fully seated on the rear shoulders of the hub.
2. Lubricate the new roller bearings and inner races with approved grease. Fit the rear bearing into the hub.
3. Fit the seal protector with the protective flange towards the bearing.
4. Carefully press the two seals into position. The seals should be fitted back to back with the spring side of the outer seal facing outwards. A small amount of approved grease should be packed between the seals.

5. Pack 42,5 g. (1.5 oz.) of approved grease onto the inner walls of the hub.

6. Fit the roller bearing and inner race previously greased, into the outer bearing race.

Note

Always ensure that the bearings are retained with their respective outer races as they are supplied in matched sets.

Front hub - To fit

1. Fit the internally tapered distance piece onto the stub axle with the taper towards the yoke (see Fig. H17).
2. Taking care not to damage the hub seals, position the hub on the stub axle.
3. Fit the key washer and castellated nut. Gradually tighten the nut until the bearing end-float is removed. Using a dial test indicator adjacent to the brake disc, check the run out of the disc at the maximum radius; this must not exceed 0,102 mm. (0.004 in.) total indicator reading.

Note

The reading obtained is a measure of the tolerances of all the components and if the run out figure exceeds the limit the hub should be dismantled and the cause investigated.

4. Slacken the castellated nut sufficiently to give an end-float reading of between 0,051 mm. and 0,102 mm. (0.002 in. and 0.004 in.) on a dial test indicator. Rotation of the hub during this operation is essential to ensure that the taper rollers seat correctly and a true reading is obtained.

5. When the end-float is correct, unscrew the castellated nut the minimum amount to allow the insertion of the split pin.

Again measure the end-float. Subtract the original end-float reading from this new reading and add the remaining amount to the thickness of the key washer being used. The addition of these two figures gives the correct thickness of key washer to be fitted on the stub axle.

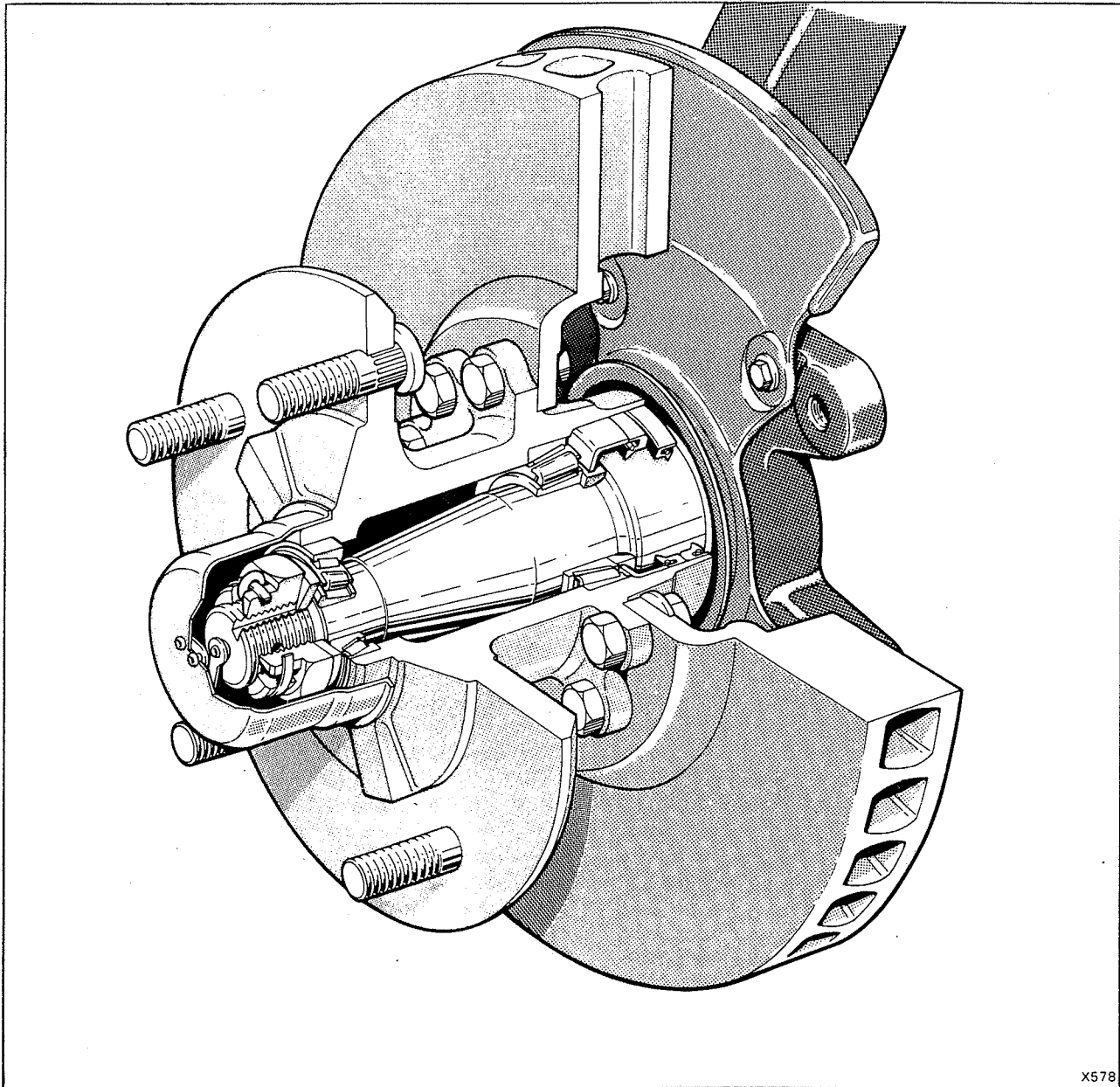
Key washers are provided in thicknesses of 3,51 mm. and 3,56 mm. (0.138 in. and 0.140 in.).

Incorrect setting of the bearings will result in premature bearing wear.

6. With the correct thickness of key washer fitted insert a split pin which has been twisted to give a 90° turn to the head. Pass the sealing band through the split pin head, round the nut, and over the split pin legs.

Carefully tap the split pin fully into position then crimp the sealing band ends to secure it around the nut. Bend back the split pin legs around the nut.

7. Smear approximately 14 g. (0.5 oz.) of approved



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Fig. H17 Front hub assembly

grease into the base of the dust cap. Ensure the earthing strip in the cap is in the correct position to make contact with the end of the stub axle when the cap is fitted. Fit the cap by tapping it onto the hub with a nylon mallet.

8. Fit the brake calipers, road wheel, etc., by reversing the removal procedure.

9. Bleed the braking system as described in Chapter G.

Note

New brake discs are treated with a protective film. When a new disc is fitted, the brakes should be gently applied until the protective film has been removed from the working surface of the disc.

If only one front brake disc has been renewed, the car will gently pull to the side opposite the new disc until the protective film has been removed.