

to settle, then tighten the upper link bolts to the correct torque.

## 7:7 Front hubs

### Dismantling:

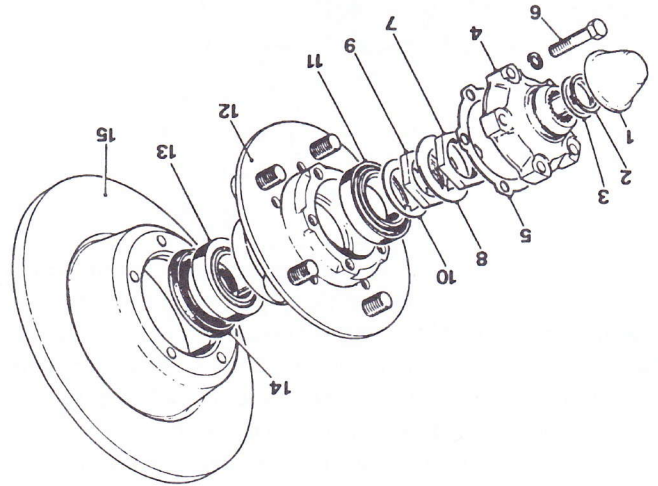
Take off the road wheel, supporting the vehicle on axle stands. Early models have an open-ended brake hose bracket: in this case, slacken the locknuts holding the hose, remove the two brake caliper bolts and take off the caliper, sliding the hose out of the bracket. Support the caliper out of the way, ensuring that the hose is not strained. On later models, the caliper will have to be disconnected and removed: plug the hose and caliper port to keep dirt out.

Lever off the hub dust cap, remove the circlip from the drive shaft and take off the drive shaft shim (FIG 7:14). Remove the five bolts and take off the drive member and gasket. Bend back the lock washer tab, take off the locknut and washer, then remove the adjusting nut and key washer. Take off the hub and brake disc assembly complete with bearings. Remove the outer bearing.

If hub and disc are to be used again, mark them for re-assembly in the same relative positions and separate them by taking out the five bolts. Do not attempt to remove the road wheel studs: if any are damaged, a new hub complete with studs should be fitted. Drift the grease seal, inner bearing, and inner and outer bearing tracks out of the hub. Clean the hub and discard the seal.

### Re-assembly:

Pack the inner and outer bearings with a recommended grease, using at least 8.5g per bearing. Drift the inner and outer bearing tracks into the hub. Fit the inner bearing. Push in a new seal, lipped side first, using a suitable drift (18G



**FIG 7:14 Components of the front hub assembly**

- 1 Dust cap.
- 2 Circlip.
- 3 Drive shaft shim.
- 4 Drive member.
- 5 Gasket.
- 6 Drive member bolt (x5).
- 7 Lock nut.
- 8 Lock washer.
- 9 Adjusting nut.
- 10 Key washer.
- 11 Outer bearing.
- 12 Hub.
- 13 Inner bearing.
- 14 Grease seal.
- 15 Brake disc.

1349 and 18G 134), until the seal is recessed below the rear face of the hub by 0.190 to 0.210in (4.85 to 5.30mm). Grease liberally between seal lips and springs.

Fit the brake disc to the hub, aligned as before, and evenly tighten the five bolts to the correct torque. Fit the outer bearing. Clean the stub axle and drive shaft and locate the hub assembly on the axle. Fit the key washer and adjusting nut, and tighten by hand while turning the hub until all the end-float is taken up.

Mount a dial gauge on the hub (bracket RO 530106) with the stylus bearing on the adjusting nut (FIG 7:15) and slacken the nut to obtain end-float of 0.005 to 0.004in (0.127 to 0.102mm). Fit a new lock washer, fit and tighten the locknut, recheck the end-float and bend the lock tab over.

Fit the drive member to the hub, with a new gasket, evenly tightening the five bolts to the correct torque. Fit the original drive shaft shim and circlip. Mount a dial gauge on the hub again, this time with the stylus bearing on the drive shaft. Screw a suitable bolt into the end of the drive shaft and use it to move the shaft in and out, checking the end-float with the gauge. It should be between 0.005 and 0.010in (0.127 and 0.254mm): adjustment if necessary is by selecting an alternative shim. When correct, remove the bolt from the drive shaft and refit the dust cap.

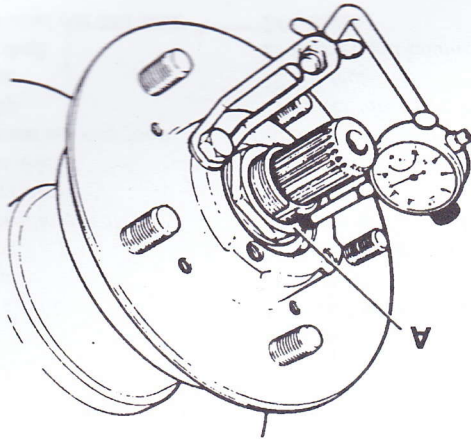
Refit the brake caliper, bleed the brakes if the hose was disconnected and refit the road wheel. Press the footbrake several times to seat the brake pads.

## 7:8 Front swivel assemblies

### Stub axle and constant velocity joint:

Remove the hub as detailed in the preceding section. Drain the swivel housing (Section 7:2). Take out the six bolts holding the stub axle to the swivel housing and remove the mud shield, stub axle and gasket (FIG 7:16). Pull the constant velocity joint and axle shaft out of the axle casing.

Secure the axle shaft in a soft-jawed vice and use a soft



**FIG 7:15 Using a dial gauge mounted on the hub with the stylus bearing on the adjusting nut A to measure hub bearing end-float**