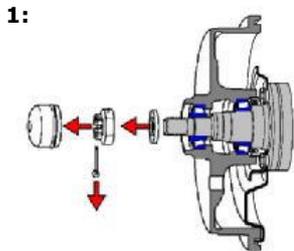


WAIKATO BEARINGS

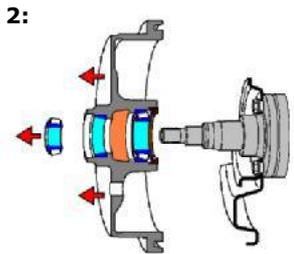
Automotive Tapered Roller Wheel Bearing Installation Guide

These instructions are designed to be used as a general guide only!

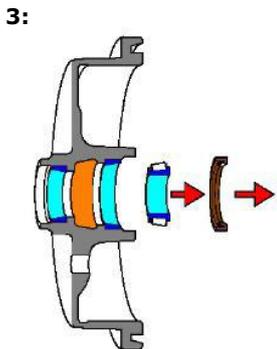
Removal



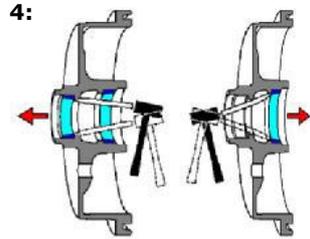
1: Remove the dust cover (either pressed in or screwed on), remove the split pin (if fitted). Remove the locking nut (ensuring that the correct rotation is noted) and flat washer. Place components in a suitable container for cleaning. Components should not be mixed with other components from the opposite side of the vehicle.



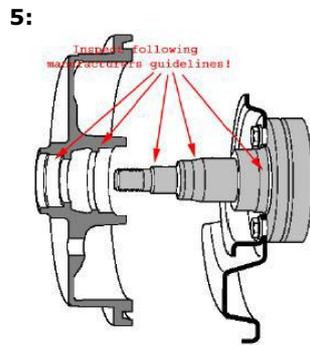
2: Remove bearing cone and place it in a clean cloth for inspection later, the bearing assembly (cup & cone) should not be stored with the locking nut, washer and dust cover, as damage could occur to the rolling elements.



3: Remove the seal and the inner cone, once again ensuring that the rolling elements are protected from damage.



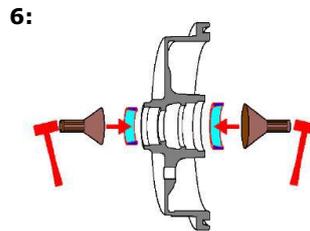
4: Wearing suitable eye protection, remove the inner and outer bearing cups using a brass drift and hammer. CARE MUST BE TAKEN that damage does not occur to the inner dimensions of the drum/hub unit!



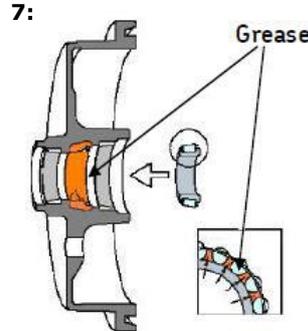
5: Clean and inspect all machined matching surfaces against vehicle manufacturers guidelines. If tolerances are exceeded, the drum/hub should be replaced.

Installation

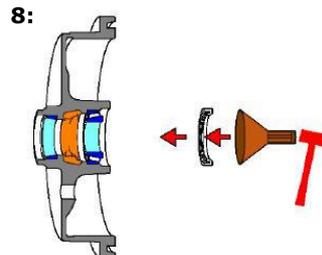
Before reassembly, all components should be cleaned, inspected for wear, burrs and any dirt and grease.



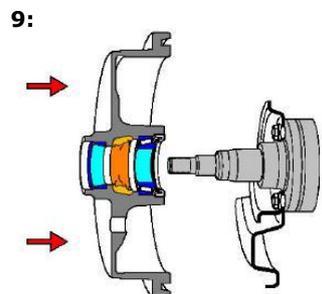
6: Install the **new** bearing cups into the drum/hub. **Bearing components should not be removed from their protective packaging until just before installation. This reduces the chance of contamination from grit, dust and moisture which could seriously reduce the bearing life!** Close inspection, using feeler gauges should be carried out to ensure that the cups are fully seated and not misaligned into the drum/hub bore.



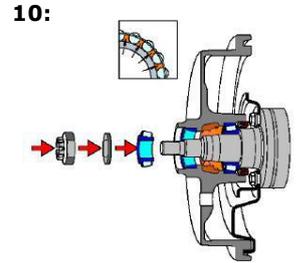
7: Using high quality CLEAN grease, fill the drum/hub cavity between the bearing seats, with the correct amount as per vehicle manufacturers guidelines. Do not overfill! Pack the bearing assembly, ensuring that the cone, bearing elements and the cage are completely impregnated with grease. Care should be taken at this stage, as dirt and grit could be pressed into the assembly!



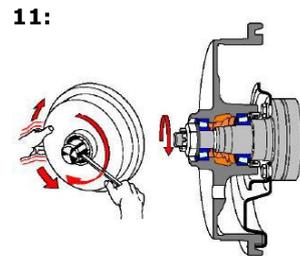
8: Install the inner bearing cone using the correct installation tool. Unwrap the seal from its protected packaging and install using the correct seal installation tool. Check to see if seal is fully seated into the drum/hub. Apply a 'LIGHT' smear of grease on the seal lip to reduce friction upon start up.



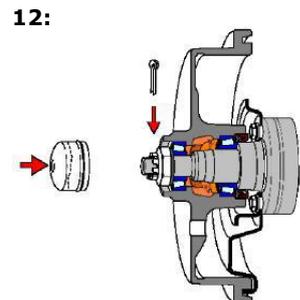
9: Apply 'Anti-fretting' paste (SKF-LGAF1) to the matching machined surfaces of the bearing and hub spindle. Carefully guide the drum/hub unit onto the spindle. Take care not to damage the seal during this procedure!



10: Following the same procedure as with the inner bearing assembly, use high quality CLEAN grease. Pack the bearing assembly, ensuring that the cone, bearing elements and the cage are completely impregnated with grease. Care should be taken at this stage, as dirt and grit could be pressed into the assembly! Install the bearing cone assembly, flat washer and locking nut.



11: Lightly tighten locking nut by hand ensuring that the bearing elements are aligned. Whilst rotating the drum/hub, secure the completed assembly onto the spindle. **DO NOT OVER TIGHTEN**, as damage will occur to the rolling elements, cage, cup and cone!



12: Use a 12" adjustable spanner to tighten adjusting nut while turning drum/hub. When drum/hub binds slightly, all parts are properly seated. Back nut off 1/6 to 1/4 of a turn or sufficient enough to allow 0.001" to 0.007" end play. Secure locking nut with a new split pin (if fitted). Place a little grease into the dust cap to deter corrosion from moisture and carefully install into the drum/hub unit.

