

SERVICE BULLETIN

CAB SERVICE & PARTS CORPORATION

#88

SUBSIDIARY OF
CHECKER MOTORS
CORPORATION

NEW YORK * BROOKLINE
CHICAGO * DETROIT

February 11, 1959

Subject: STEERING

Description: FRONT WHEEL BEARING SERVICE

In the front wheel mounting assembly the bearings are usually set with free-running clearance. The recommended method for inspection and adjustment is as follows:

1. Bearing cups must have .001 to .003 press fit in the hub. This cup must not turn.
2. Bearing core on spindle shaft can have from .005 to .0015 loose fit on shaft. New bearings on worn shafts result in failures to both bearings and spindles.
3. Dust caps should be filled with grease whenever wheel is removed.
4. If there is no reason for removing wheel bearing inspections are not required more than at 15,000 mile intervals.

To Adjust:

1. Spin wheel slowly for free rotation
2. Remove hub cap and cotter pin
3. Tighten adjusting nut with a 12" wrench-turning wheel in both directions until there is a slight bind. Then back off the adjusting nut 1/6 to 1/4 turn or to nearest locking hole, or sufficiently to allow wheel to rotate within limits of .001" to .010" end play. Lock the nut at this position

NOTE:

When installing bearing cups or bearings into hub or onto shaft proper cup and bearing drivers should be used. For removing bearings use bearing puller tools. Do not drive bearings onto shafts with a hammer.

By: NEW YORK SERVICE DEPARTMENT