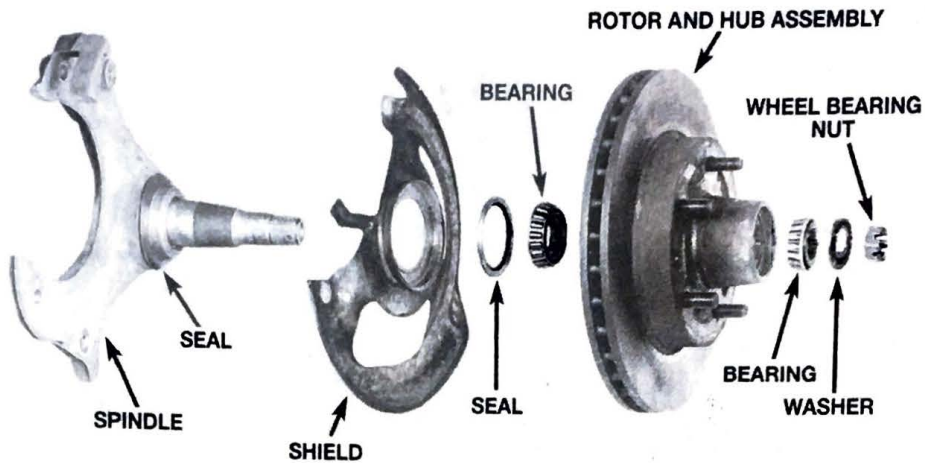
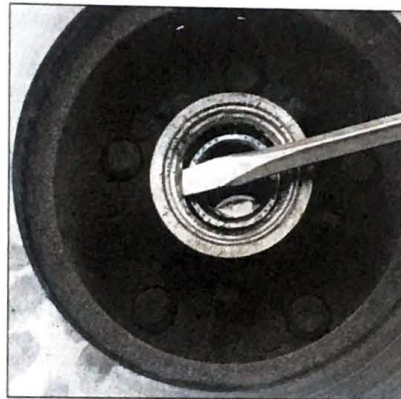


34.8 Typical 2WD front wheel hub and bearing components



- 6 Pry the dust cap out of the hub using a screwdriver or hammer and chisel (see illustration).
- 7 Straighten the bent ends of the cotter pin, then pull the cotter pin out of the nut (see illustration). Discard the cotter pin and use a new one during reassembly.
- 8 Remove the spindle nut and washer from the end of the spindle (see illustration).
- 9 Pull the hub/disc assembly out slightly, then push it back into its original position. This should force the outer bearing off the spindle enough so it can be removed.
- 10 Pull the hub/disc assembly off the spindle.
- 11 Use a screwdriver to pry the seal out of the rear of the hub (see illustration). As this is done, note how the seal is installed.
- 12 Remove the inner wheel bearing from the hub.
- 13 Use solvent to remove all traces of the old grease from the bearings, hub and spindle. A small brush may prove helpful; however make sure no bristles from the brush embed themselves inside the bearing rollers. Allow the parts to air dry.
- 14 Carefully inspect the bearings for cracks, heat discoloration, worn rollers, etc. Check the bearing races inside the hub for wear and damage. If the bearing races are defective, the hubs should be taken to a machine shop with the facilities to remove the old races and press new ones in. Note that the bearings and races come as matched sets and old bearings should never be installed on new races.
- 15 Use high-temperature front wheel bearing grease to pack the bearings. Work the grease completely into the bearings, forcing it between the rollers, cone and cage from the back side (see illustration).
- 16 Apply a thin coat of grease to the spindle at the outer bearing seat, inner bearing seat, shoulder and seal seat.
- 17 Put a small quantity of grease inboard of each bearing race inside the hub. Using your finger, form a dam at these points to provide extra grease availability and to keep thinned grease from flowing out of the bearing.
- 18 Place the grease-packed inner bearing



34.11 Use a large screwdriver to pry the grease seal out of the rear of the hub

- into the rear of the hub and put a little more grease outboard of the bearing.
- 19 Place a new seal over the inner bearing and tap the seal evenly into place with a hammer and block of wood until it's flush with the hub.
- 20 Carefully place the hub assembly onto the spindle and push the grease-packed outer bearing into position.
- 21 Install the washer and spindle nut. Tighten the nut only slightly (no more than 12 ft-lbs of torque).
- 22 Spin the hub in a forward direction to seat the bearings and remove any grease or burrs which could cause excessive bearing play later.
- 23 Check to see that the tightness of the spindle nut is still approximately 12 ft-lbs.
- 24 Loosen the spindle nut until it's just loose, no more.
- 25 Using your hand (not a wrench of any kind), tighten the nut until it's snug. Install a new cotter pin through the hole in the spindle and spindle nut. If the nut slots don't line up, loosen the nut slightly until they do. From the hand-tight position, the nut should not be loosened more than one-half flat to install the cotter pin.
- 26 Bend the ends of the cotter pin until they're flat against the nut. Cut off any extra length which could interfere with the dust cap.
- 27 Install the dust cap, tapping it into place



34.15 Work grease into the bearing rollers by pressing it against the palm of your hand

with a hammer.

- 28 Place the brake caliper near the rotor and carefully remove the wood spacer. Install the caliper (Chapter 9).
- 29 Install the tire/wheel assembly on the hub and tighten the lug nuts.
- 30 Grasp the top and bottom of the tire and check the bearings in the manner described earlier in this Section.
- 31 Lower the vehicle.

35 Cooling system servicing (draining, flushing and refilling)

Refer to illustration 35.4

Warning: Antifreeze is a corrosive and poisonous solution, so be careful not to spill any of the coolant mixture on the vehicle's paint or your skin. If this happens, rinse immediately with plenty of clean water. Consult local authorities regarding proper disposal procedures for antifreeze before draining the cooling system. In many areas, reclamation centers have been established to collect used oil and coolant.

- 1 Periodically, the cooling system should be drained, flushed and refilled to replenish the antifreeze mixture and prevent formation of rust and corrosion, which can impair the performance of the cooling system and cause