



**Section:-** 1, Front Suspension

**Subject:-** Extracting front hubs

**Effective on:-** Types 400, 401 and 402

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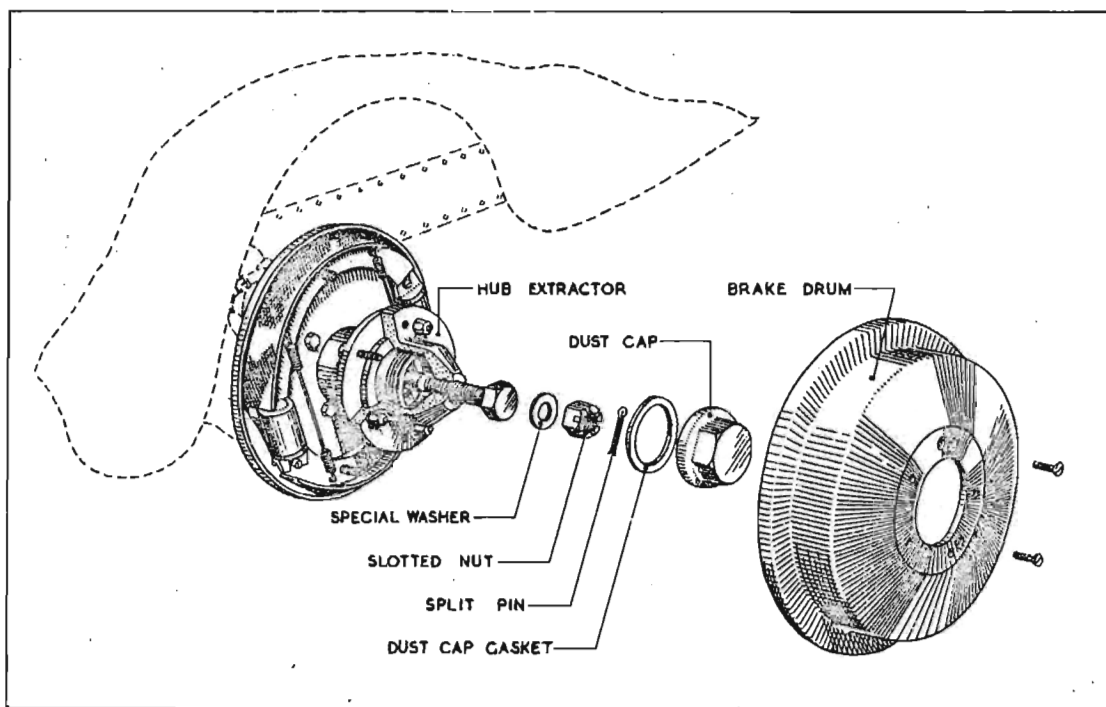


Fig. 1.

EXTRACTING FRONT HUBS, LEFT OR RIGHT-HAND

1. Jack up and support the front of the car.
2. Remove the wheel.
3. Remove the brake drum by unscrewing the two  $\frac{1}{4}$  in. B.S.F. csk.screws.
4. Unscrew and remove the dust cap, together with the dust cap gasket.
5. Withdraw the  $1\frac{1}{4}$  in. x  $\frac{1}{8}$  in. dia. split pin and remove the  $\frac{11}{16}$  in. B.S.F. slotted nut and special washer.
6. Fit the hub extractor tool T.F.N. 5009 on the five studs, and secure it by the five wheel nuts, (see fig. 1).
7. Using a standard  $\frac{3}{4}$  in. B.S.F. spanner, screw up the hex/hd. bolt on the extractor to withdraw the wheel hub, together with the two ball bearings, the distance piece, the retaining nut and the oil sealing ring.

P.T.O.

Fitting front hub, left or right-hand

8. Fit the hub, together with the two ball bearings and the distance pieces on the stub axle.

9. Replace the special washer and screw on the 11/16 in. B.S.F. slotted nut gradually until the split pin can be inserted easily in the hole in the stub axle.

NOTE:- The torque load on the nut should not exceed 120 lb.ft.

10. Screw up the dust cap, ensuring that the dust cap gasket is in position.

11. Replace and attach the brake drum by the two  $\frac{1}{4}$  in. B.S.F. csk/hd. screws.

12. Replace the wheel, and lower the car.