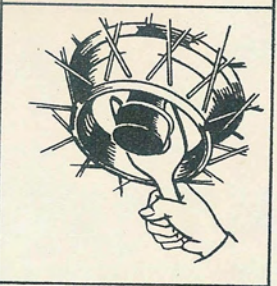
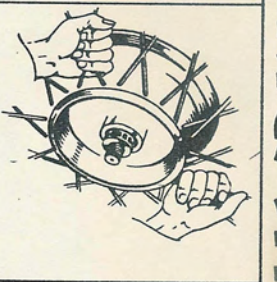
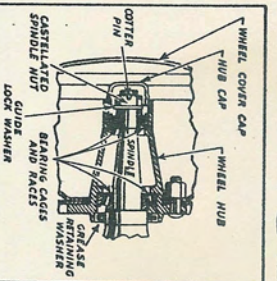


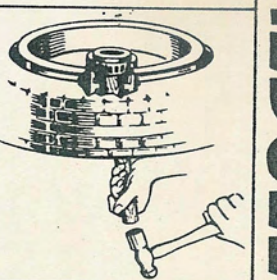
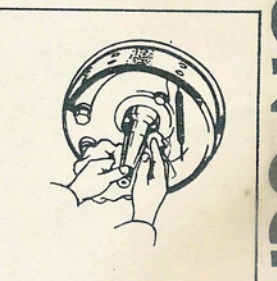
# WHEEL BEARING LUBRICATION SCHEDULE



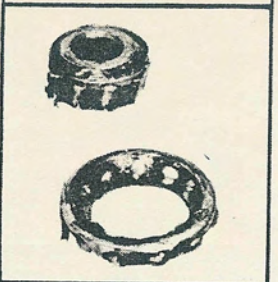
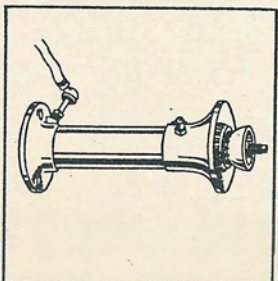
1. With car jacked up in safe manner, or on "free wheeling" lift, remove wheel cap. Remove inner hub cap. (On most cars these caps may be pried loose with a screwdriver or a special tool available for this purpose.) 2. Remove old cotter key and **THROW IT AWAY.** 3. Loosen axle nut. (La-Salle, Oldsmobile, and Reo have left hand thread on left front spindle). Remove nut and lock washer.



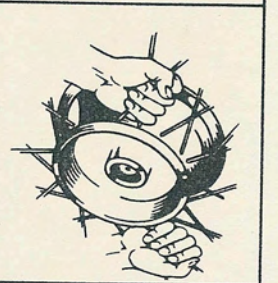
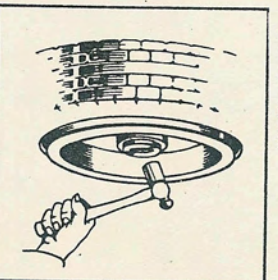
4. Lift and pull wheel part way from spindle, and remove outer bearing (unless held in place by retainer). (Place all parts as removed in an orderly row in the proper order on a strip of clean paper). 5. Then, pull wheel from axle. **DO NOT SLIDE WHEEL ON SPINDLE OR INSIDE GREASE RETAINER WILL BE DAMAGED. LIFT WHEEL ENOUGH TO CLEAR SPINDLE WHILE IT IS BEING REMOVED.** (Note:—NEVER PRESS HYDRAULIC BRAKE PEDAL WHILE WHEEL IS REMOVED.)



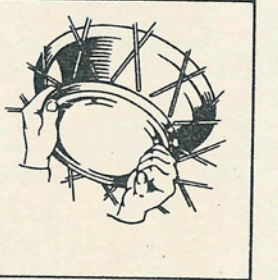
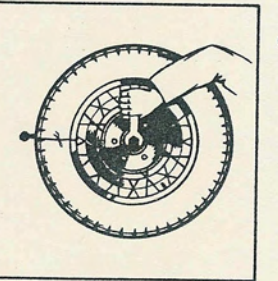
6. Clean wheel spindle, inside wheel hub, and hub cap with kerosene. **DO NOT** wash grease retainer. 7. If wheel bearings are held by retainers, insert one foot length of broom stick in hub and gently tap bearing and retainer loose with hammer from opposite side of hub. 8. Clean bearings thoroughly in clean kerosene, using a stiff brush. (NOTE:—If light colored fibre grease was in the bearing, hold it under the hot water tap for quick cleaning.) 9. Dry with air, but **DO NOT SPIN BEARING** by the air force. Inspect bearings and races for wear. Replace worn bearings.



10. Pack **ONLY BEARING CAGES** with **KENDALL WHEEL BEARING GREASE.** **THE USE OF A WHEEL BEARING PACKER IS STRONGLY RECOMMENDED.** These devices fill the bearing cage full of lubricant filling the inside first. They are cleaner, faster, and more thorough than hand packing. (Ask your **KENDALL DISTRIBUTOR** for particulars.) **NOTE:—**The above pictures show the **MAXIMUM AMOUNT OF GREASE NEEDED FOR PROPER WHEEL BEARING LUBRICATION.** **USE NO MORE.** **DO NOT PACK HUBS, HUB CAPS,** or any parts other than the bearing cages.



12. Reassemble bearings in hub. 13. Tap retainers in place **GENTLY** with light hammer. 14. Lift wheel on axle to avoid damage to grease retainers. 15. Be careful to guide outer bearing and race **STRAIGHT ON SPINDLE** or it will be damaged in tightening. 16. Install lock washer and nut. **Secure NEW COTTER PIN** for wheel nuts. **NEVER TRY TO USE THE OLD COTTER PIN.** **SAFETY DEPENDS ON DOING THE JOB RIGHT.**



17. **ADJUSTMENT**—Make sure brakes are not dragging. 18. Hand tighten nut as far as possible using a wrench **NOT OVER 8 INCHES LONG.** 19. Back off nut to first cotter pin hole for ball bearings, second cotter pin hole for roller bearings, and test for friction. 20. Wire a small bolt or nut over tire as shown. 21. Allow wheel to rotate slowly. Adjust wheel nut to the tightest position at which the wheel will swing to a stop with the wire and weight at the bottom. 22. If the cotter key does not line up exactly, **TIGHTEN BALL BEARINGS** to fit, or **LOOSEN ROLLER BEARINGS** to fit. Install **NEW COTTER PIN** of proper length and size and replace hub caps. **DO NOT FILL HUB CAP WITH GREASE.**