

FITTING INSTRUCTIONS FOR TRIUMPH STAG UPRATED FRONT HUBS

- Follow recognised safe working practices when working on the car.
- Refer to a recognised workshop manual as required.
- If in doubt, don't do it. Ring your supplier for advice.

You will need good quality LM grease. Hi temp grade for competition cars

Remove the old stub axle from the vertical link. It may need pressing out.

Check that the stub axle housing taper has no ridges or anything that may impede the correct fitting of the new axle.

Fit new stub axle, steering arm + washer & ½" unf nyloc.

Now fit the other bolt holding the steering arm to the hub forging, then tighten the ½" unf nyloc nut to 45 lb ft (60 Nm) torque. Now fully tighten the other bolt.

The bearing outers are already fitted to the hub.

Fit the discs to the hubs, use the longer bolts supplied, torque bolts to 25 lb ft (34 Nm)

NB: a trial assembly could be done at this stage, without the grease and seal.

Put about 2 desert spoons of grease into the centre of the hub.

Load the 4 bearings with grease, working it in while rotating; put aside on a clean surface.

Assembly:

Place a bearing into the inner side of the hub and press the seal into the clean / grease free housing of the hub.

Put the hub assembly onto the axle along with the outer bearing.

Engage the slotted nut on the shaft thread and while turning the hub tighten to 10 lb ft (14 Nm) torque.

Repeat for the other side of the car.

To set the bearing: Back off the nut about half a flat (5 thou), while rotating the hub, to the nearest split pin hole.

The end float should be present but minimal, and not causing the bearings to bind.

Now place the split pin in the hole, do not bend.

Attach the brake caliper to its' mounting and check that the disc is central in the caliper jaw. (+/- 0.5 mm)

When all is correct and assembled bend the split pin to lock the hub nut.

Repeat for the other side of the car.

Fit the hub nut dust cover.

Check your work.

- BEARING ADJUSTMENT SHOULD BE CHECKED AFTER 100 MILES.
- BEARING 'END FLOAT' SHOULD BE MINIMAL SO WITH THE ROAD WHEEL ATTACHED NO 'SLOP' SHOULD BE DETACTED
- WE HOPE YOU ENJOY THIS PRODUCT AND FEEL THE DIFFERENCE IT WILL MAKE..
 - COMMENTS & FEEDBACK ARE ALWAYS WELCOME