

FITTING INSTRUCTIONS FOR TR 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

Make sure all components are clean before any assembly

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.

It has been noticed that there are some 'tolerances' of the taper angle in the uprights of TR4 units; it is suggested that the new stub axle be fitted with a retaining compound such as Loctite 603.

Fit new stub axle + washer & nyloc, then tighten the M12 nut to 45 lb ft (60 Nm) torque.

The bearing outers are already fitted to the hub.

Fit the discs to the hubs, using the UNC bolts and spring washers in the kit, torque bolts to 30 lb ft.

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

This can be used to check that the brake disc is 'central' in the caliper jaws.

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, flat side outwards.

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 20 lb ft 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 dust cover: lightly grease the 'O' ring and place in the groove on the hub cap; push into hub.

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