FRONT WHEEL BEARING LUBRICATION TOOL DIRECTIONS

1. Break torque on front wheel axle nuts and wheel nuts.

2. Jack up the front of the coach and place jack stands or blocks under The lower A-arms so the tires are off the ground when jack is lowered.

3. Remove the front wheels.

4. Place the short spacer made of 1-1/2" square tubing inside a1-1/2" socket and place the socket on the axle nut. The spacer fills the void between the axle nut and the outboard internal end of the socket to aid in pushing the axle inward.

5. Place the short piece of channel-iron (flat side inboard) over two opposite wheel studs and install nuts to hold the channel-iron loosely against the outboard end of the socket.

6. Install tool thru the center hole in the channel-iron so the socket and axle nut can be rotated.

7. Turn the axle nut counter-clockwise while watching the gap open between the inboard side of the knuckle and the outboard side of the CV joint increase to about 1/2". Using a lint free rag and cleaning solvent, throughly clean this cavity before installing the bearing lubrication tool

8. Remove the two bolts holding the lubrication tool together and place the two opposite haves around the axle in the space between the knuckle and CV joint, and install the two bolts to hold two halves together with the grease zert pointing forward. Make sure the center-punch marks on the two halves are on the same side and facing the knuckle before installing.

9. Tighten the axle nut slightly so the lubrication collar is pressed against the inboard face of the knuckle where it will be slightly compressing the lip of the radial face seal on the knuckle inboard seal. The ID of the collar will be pushing against the radius on the axle where it translates from horizontal to the radial face on the CV joint.

10. Install your grease gun onto the zert on the collar and start adding grease to the bearings, while holding your finger over the collar vent port. When you feel grease coming out under your finger, the bearings will be full of grease. You can also use a small tapered rubber plug in place of your finger. It does not take very much grease pressure to fill any voids in the bearings. Any trapped air can exit around the axle/spline OD and the bearing inner race ID.

11. Loosen the axle nut a couple of turns and remove the two bolts on the collar and remove the collar.

12. Take a lint free cloth and clean out the excess grease in the space where the collar was installed and tighten the axle nut to force the bearing inner race against the radial face of the CV joint.

13. Repeat this procedure on the other wheel, reinstall your wheels, slightly tighten the lug nuts then lower your coach tires to the ground.

14. Tighten your wheel nuts to there specified torques and follow your maintenance manual directions for torquing the axle nut and installing the cotter pins.