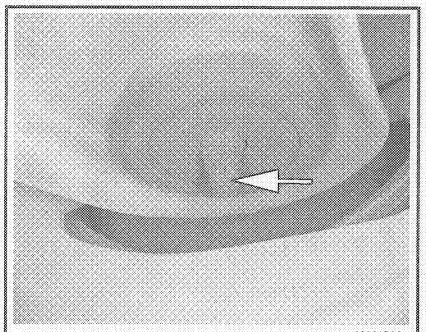

Fig. 193 Any greasable item will have a Zerk® fitting located on it such as this lower ball joint

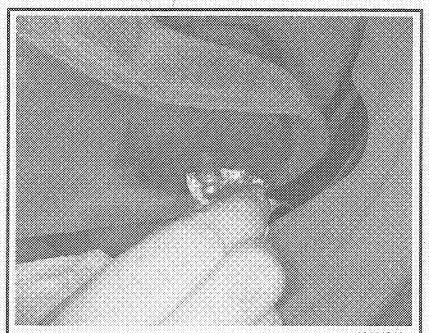

Fig. 194 Wipe any road grime or old grease off of the fitting before inserting new grease

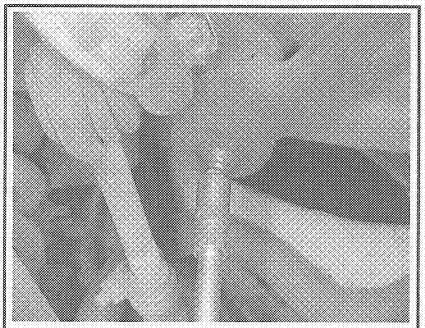

Fig. 195 Place the grease gun nozzle on the fitting and squeeze 2-3 pumps into the fitting

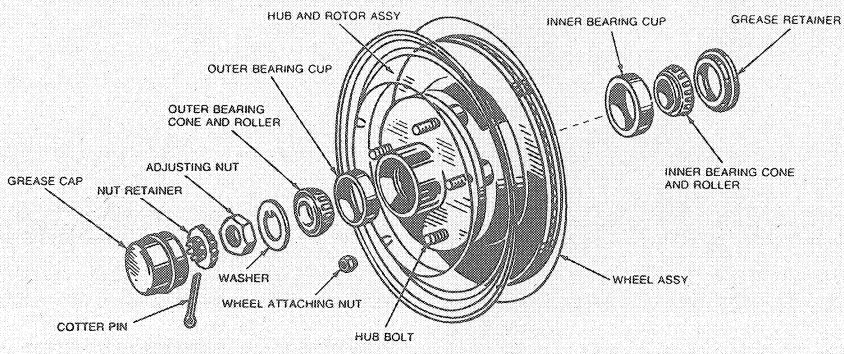

Fig. 196 Front wheel bearing assembly –1988–89

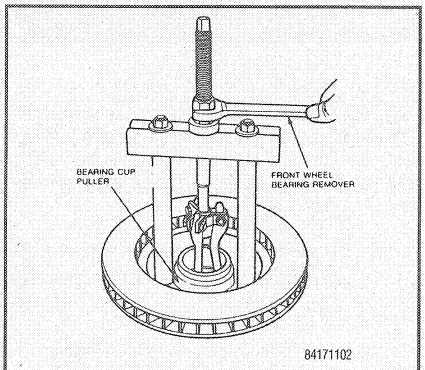

Fig. 197 Removing the inner bearing race using a puller

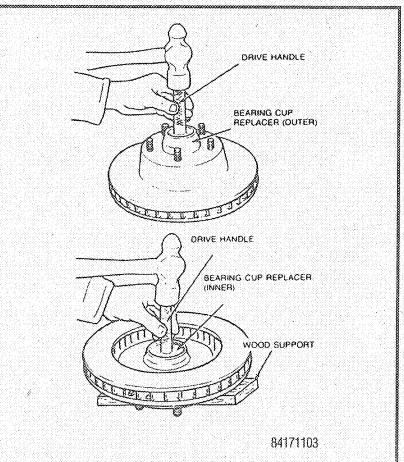

Fig. 198 Installing the inner and outer bearing races

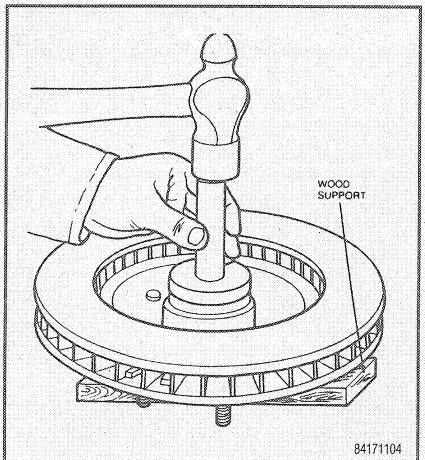

Fig. 199 Installing a new grease seal

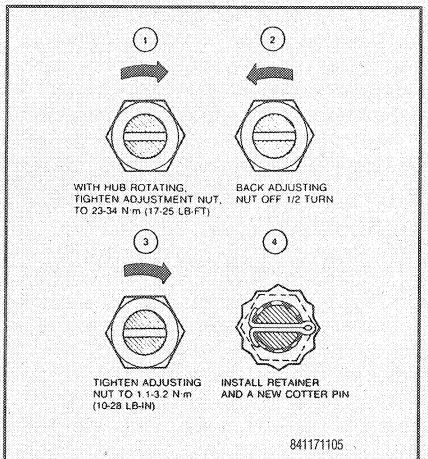

Fig. 200 Wheel bearing adjustment procedure

3. Pry off the dust cap. Tap out and discard the cotter pin. Remove the nut retainer.

4. Being careful not to drop the outer bearing, pull off the rotor and hub assembly.

5. Remove the inner grease seal using a pry-bar. Remove the inner wheel bearing.

6. Clean the wheel bearings with solvent and inspect them for pits, and damage. Wipe all the old grease from the hub and inspect the bearing races. If bearings or races are damaged, they should be replaced as an assembly.

7. If the bearings are to be replaced, drive out the races from the hub using a brass drift, or pull them from the hub using a puller.

8. Make sure the spindle, hub and bearing assemblies are clean prior to installation.

To install:

If the bearing races were removed, install new ones using a suitable bearing race installer. Pack the bearings with high-temperature wheel bearing grease using a bearing packer. If a packer is not available, work as much grease as possible between the rollers and cages using your hands.

9. Coat the inner surface of the hub and bearing races with grease.

10. Install the inner bearing in the hub. Using a seal installer, install a new grease seal into