

Wheel Bearing Adjustment - F-250/F-350

Adjustment

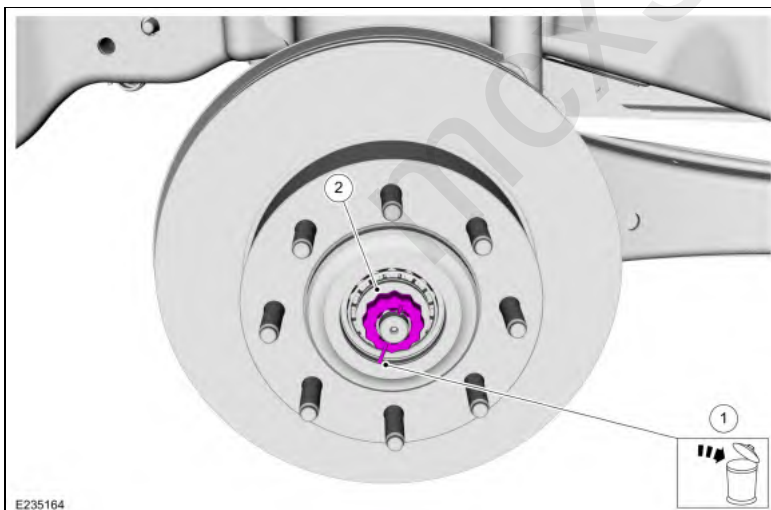
NOTICE: If bearings are adjusted too tightly, they will overheat and wear rapidly. An adjustment that is excessively loose can cause pounding and contribute to uneven tire wear, steering difficulties and inefficient brakes. Check bearing adjustment at regular inspection intervals.

NOTICE: New wheel seals must be installed when the hub is removed. A damaged or worn seal can permit bearing lubricant to reach the brake linings, resulting in ineffective brake operation and necessitating premature replacement of the linings.

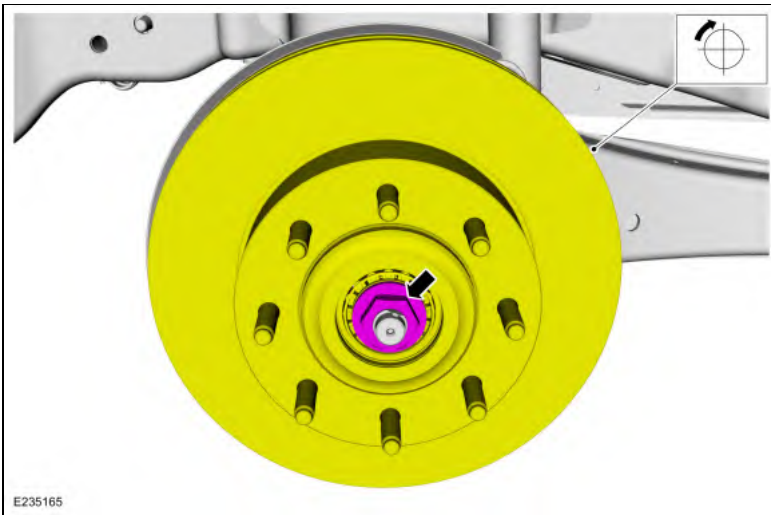
1. Remove the wheel and tire.
Refer to: Wheel and Tire - Vehicles With: Single Rear Wheels (204-04A Wheels and Tires, Removal and Installation).
2. Remove the grease cap.



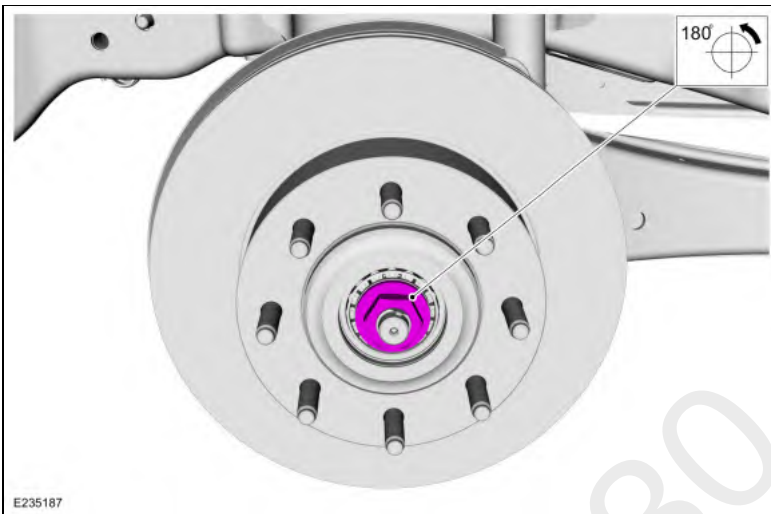
3.
 1. Remove and discard the cotter pin.
 2. Remove the hub nut retainer.



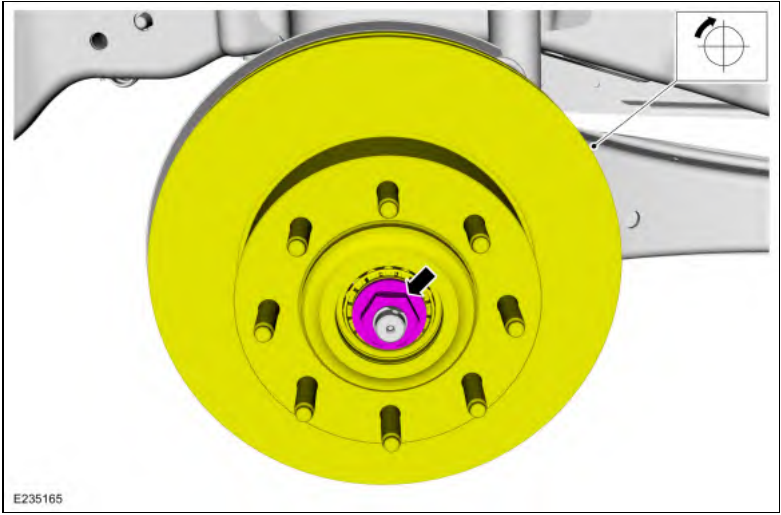
4. While rotating the hub clockwise, tighten the wheel hub nut to seat the bearings.
Torque: 21 lb.ft (28 Nm)



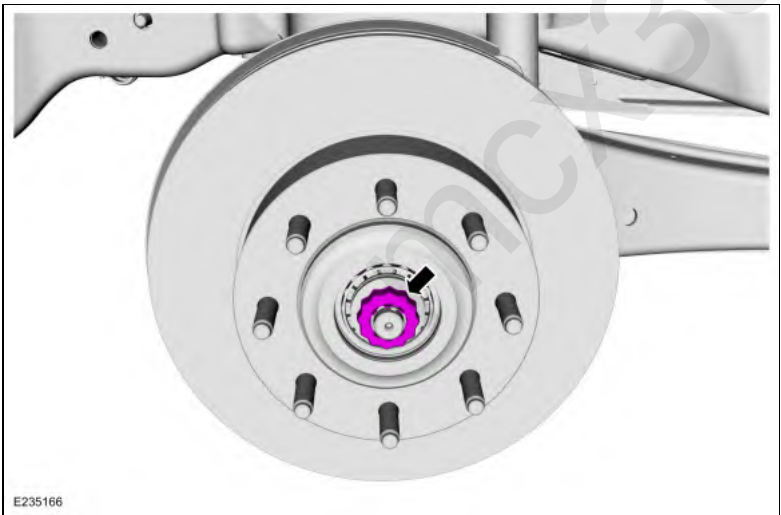
5. Back off the wheel hub nut until loose (approximately 120 degrees to 180 degrees).



6. While rotating the hub, tighten the wheel hub nut. Turning torque required to rotate the hub should be 2 Nm (18 lb-in).
Torque: 18 lb.in (2 Nm)



7. Install the hub nut retainer.



8. Install the new cotter pin.



9. Install the grease cap.



10. Install the wheel and tire.
Refer to: Wheel and Tire - Vehicles With: Single Rear Wheels (204-04A Wheels and Tires, Removal and Installation).