



Precise wheel bearing adjustment is critical to the life of all wheel end components. OTR suggests using TMC's Recommended Wheel Bearing Adjustment Procedure shown below:

(Note – for single nut locking systems, consult the manufacturer's specifications.)

- Step 1:** Using clean lubricant (the same lubricant as used in the hub or axle) lubricate the bearing.
- Step 2:** While rotating the wheel, tighten the adjusting nut to 200 ft. lbs.
- Step 3:** Back off the adjusting nut one full turn.
- Step 4:** While rotating the wheel, tighten the adjusting nut to 50 ft. lbs.
- Step 5:** Back off the adjusting nut per the following:
 Steer axle - single nut application with 12 threads per inch - 1/6 turn.
 Steer axle - single nut application with 18 threads per inch - 1/4 turn.
 Install cotter pin for final position.
 Steer axle - double nut application with 14 or 18 threads per inch - 1/2 turn.
 Drive or trailer axle - double nut application with 12 or 16 threads per inch - 1/4 turn.
- Step 6:** Torque jam nut per the following (double nut applications):
 Steer axle - nut size less than 2 5/8" - 200-300 ft. lbs.
 Steer axle - nut size 2 5/8" or more - 300-400 ft. lbs.
 Drive axle - tang type washer - 200-275 ft. lbs.
 Drive axle - dowel type washer - 300-400 ft. lbs.
 Trailer axle - nut size less than 2 5/8" - 200-300 ft. lbs.
 Trailer axle - 2 5/8" or more - 300-400 ft. lbs.
- Step 7:** Check end-play with dial indicator - should be .001" - .005":
 A. Attach dial indicator to the hub or drum. Adjust so its plunger is against the end of the spindle and the line of action is parallel to the axis of the spindle.
 B. Holding the hub or drum at the 3 o'clock and 9 o'clock positions, push in while oscillating the assembly approximately 1/8 turn. Zero the dial indicator.
 C. Repeat 7B while pulling the assembly out. Read the indicator: acceptable end play is .001" - .005."

OTR assumes no responsibility for bearing adjustment in suggesting TMC's procedure.