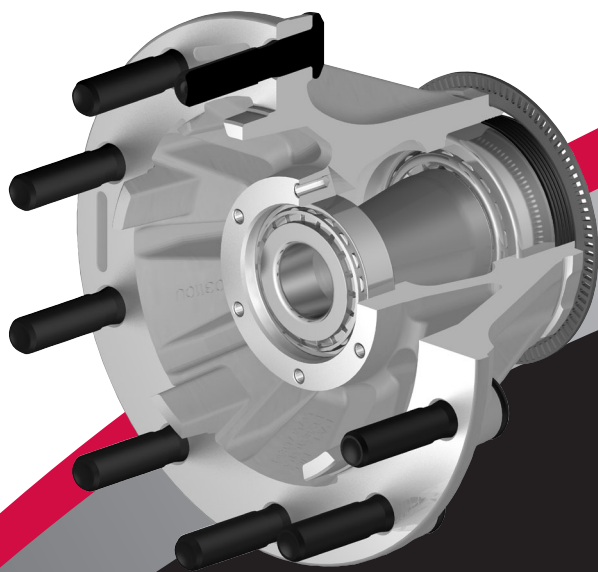
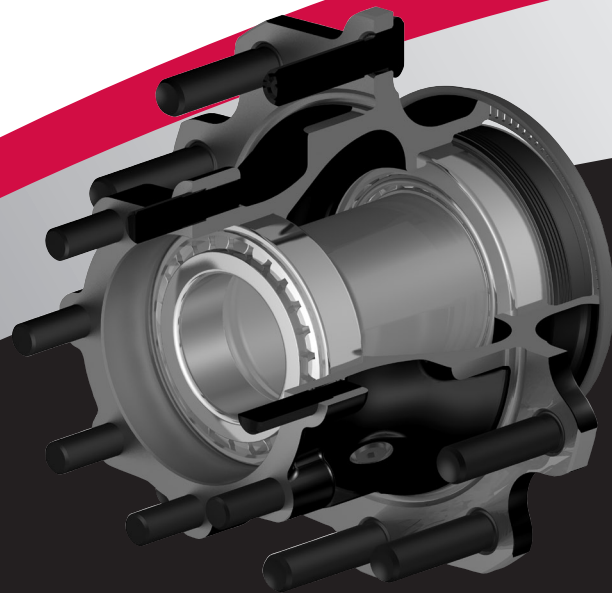


# Service Manual

for PreSet<sup>®</sup> Hub Assemblies



**Aluminum** PreSet Hub



**Iron** PreSet Hub

**Steer, Drive and Trailer Hubs  
with Pre-Adjusted Bearings**

# ABOUT THIS MANUAL

- Read this manual carefully, providing extra attention to its explanations and instructions.
- To ensure safe, continuous, trouble-free operation, understand your wheel hub system, and keep all components in proper operating condition.
- Pay particular attention to all NOTES, CAUTIONS, WARNINGS, and DANGERS to avoid the risk of personal injury or property damage, and realize these statements are not exhaustive. ConMet cannot possibly know or evaluate all conceivable methods in which service may be performed or the possibly hazardous consequences of each method. Accordingly, those who use a procedure not recommended by ConMet must first satisfy themselves that neither their safety nor the safety of the product will be jeopardized by the service method selected.
- Use only ConMet approved replacement parts. Do not attempt to use damaged parts.
- DISC WHEEL INSTALLATION PROCEDURES (ConMet part number 103282), OIL DECALS (ConMet part number 106873), and SEMI-FLUID DECALS (ConMet part number 107383) are available upon request.

## Before You Begin

1. Read and understand all instructions and procedures before you begin to service components.
2. Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.
3. Follow your company's maintenance and service, installation, and diagnostics guidelines.
4. Use special tools when required to help avoid serious personal injury and damage to components.

## Hazard Alert Messages

### DANGER

A danger note is associated with a hazard that will result in death or serious personal injury if the advisory is not followed. Serious personal injury may be equated to career-ending injury.

### WARNING

A Warning alerts you to a hazard that will result in death or serious injury if not avoided.

### CAUTION

A Caution alerts you to an instruction or procedure that you must follow exactly to avoid minor injury or damage to components.

### NOTE

A note includes additional information that may assist the technician in service procedures.

## How to Obtain Additional Maintenance and Service Information

### *On the Web*

Visit [www.conmet.com](http://www.conmet.com) to access ConMet's product, sales, service and maintenance literature.

### *ConMet Customer Service*

Call ConMet's Customer Service at 1-800-547-9473.

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# NOTES

# INTRODUCTION

Consolidated Metco, Inc. is recognized as the leader in the design and manufacture of lightweight/low maintenance components for the commercial vehicle industry. ConMet® PreSet® wheel hub technology offers a better solution to prevent premature wheel hub failures.

## PreSet® Hub Assemblies

ConMet® PreSet® hub assemblies include precision-machined hubs, premium seals, specially toleranced roller bearings and unique precision-machined bearing spacers. This combination eliminates the need to manually adjust wheel end play. These components are delivered as a complete assembly, reducing the potential for premature failures due to incorrect end play settings and/or improper installation practices.

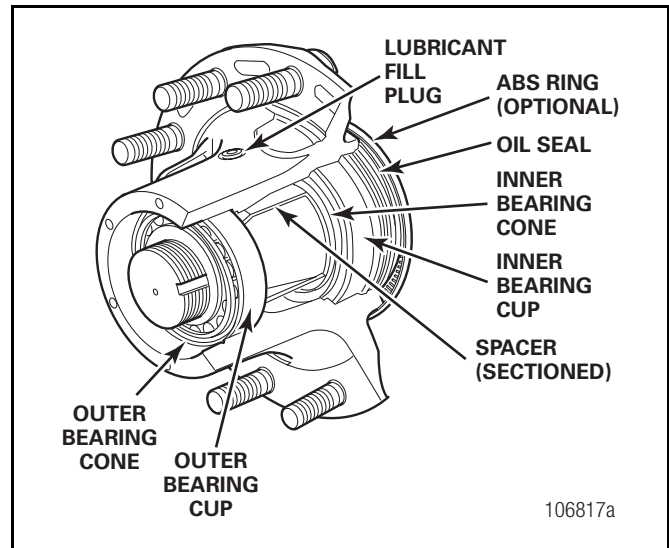
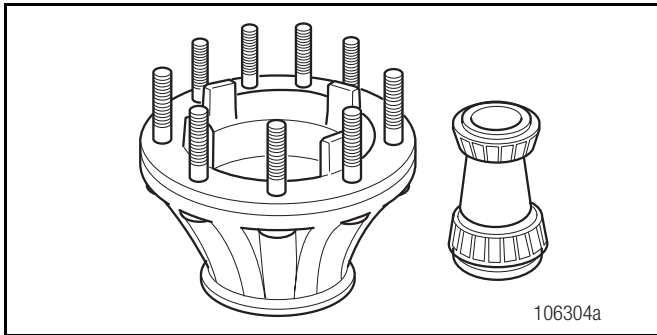


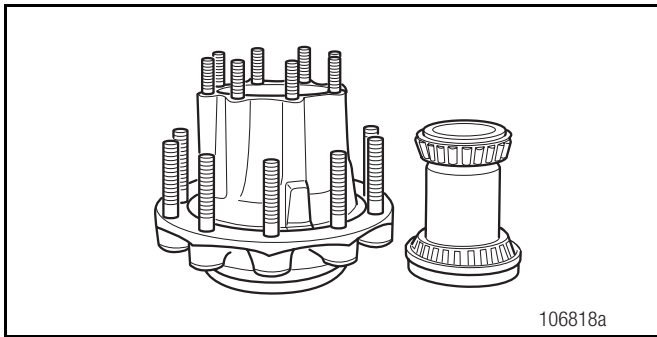
FIGURE 1

# IDENTIFICATION

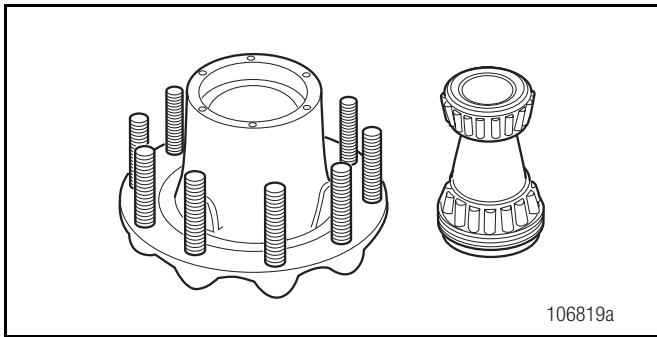
ConMet offers a complete family of aluminum and ductile iron PreSet® wheel hub assemblies for steer, drive and trailer axles.



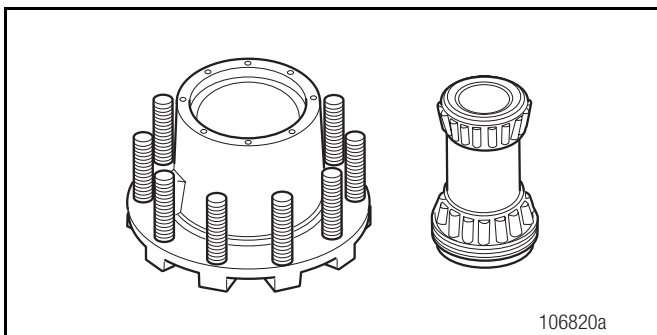
PreSet® Steer Hub  
FIGURE 2



PreSet® Drive Hub  
FIGURE 3



PreSet® TN Trailer Hub  
FIGURE 4



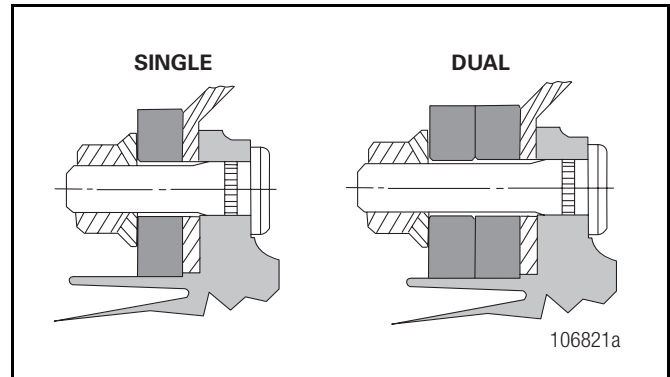
PreSet® TP Trailer Hub  
FIGURE 5

## WHEEL MOUNTING SYSTEMS

ConMet PreSet® wheel hubs are available in both hub pilot and ball seat nut configurations.

### Hub Pilot Wheel Mounting

The hub pilot wheel mounting system makes use of a single two-piece flange nut on each wheel stud for both single and dual wheel applications (see figure 6). The hub pilot wheel mounting system is also known as the Uni-Mount-10™ (10 stud), WHD-10™ (10 stud), WHD-8™ (8 stud), and ISO system.

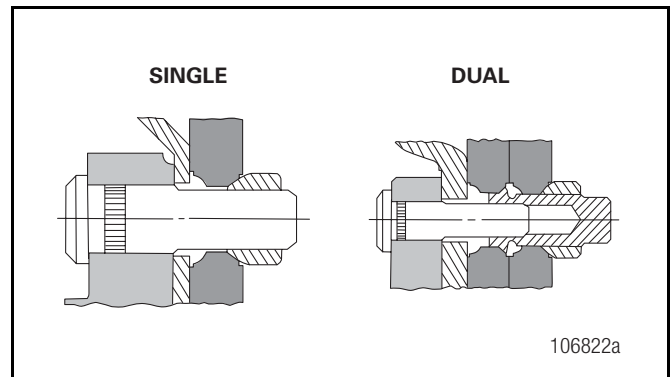


Hub Pilot Mounting Systems  
FIGURE 6

### Ball Seat Wheel Mounting System

The ball seat wheel mounting system makes use of the spherical contact area between the nut and wheel to both locate the wheel and hold the wheel tight against the brake drum (see figure 7).

The ball seat wheel mounting system is also known as the stud piloted, ball seat cap nut (BCN) and double cap nut (DCN) system.



Ball Seat Mounting Systems  
FIGURE 7

# PERIODIC INSPECTION

## HAZARD ALERT MESSAGES

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.



Do not work under a vehicle supported only by jacks. Jacks can slip and fall over. Serious personal injury and damage to components can result.

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving. Support the vehicle with safety stands.

## INSPECTION GUIDELINES

Follow this schedule of inspection and maintenance for PreSet® hub assemblies.

### Driver Pre-Trip Visual Inspection

(Each time prior to operating the vehicle on the road)

With vehicle parked on level ground and the parking brake set, walk around the vehicle and visually inspect each wheel assembly for the following items:

- Loose, damaged or missing fasteners
- Loose, damaged or missing hubcaps
- Oil leaks at hubcap, axle flange gasket or fill plug
- Oil level and condition
- Lubricant on the hub, brake components or inside of wheel and tire

If any of the above conditions are found, the vehicle should be placed out of service until the item can be repaired.

## In Conjunction with Preventative Maintenance Schedule

- Check all items listed in the driver pre-trip visual inspection.
- Lift and support the axle and rotate the wheel. Check that the wheel rotates freely. Listen and feel for any signs of rough bearing operation or vibration.

# TWELVE (12) MONTH INSPECTION

## EVERY 12 MONTHS OR 100,000 MILES (WHICHEVER OCCURS FIRST)



### WARNING

Vehicles on jacks can fall, causing serious personal injury or property damage.

Never work under a vehicle supported by a jack without supporting the vehicle with stands and blocking the wheels.

1. Wear safe eye protection.
2. Park the vehicle on a level surface. Block the wheels to prevent the vehicle from moving.
3. Raise the axle until the tires are off the floor.
4. Place safety stands under the trailer frame or under each axle spring seat (see figure 8).

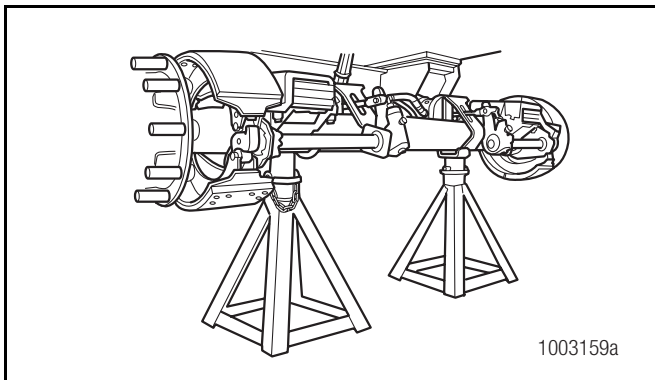


FIGURE 8

5. Remove the tire and wheel assembly using procedures specified by the wheel manufacturer (see figure 9).

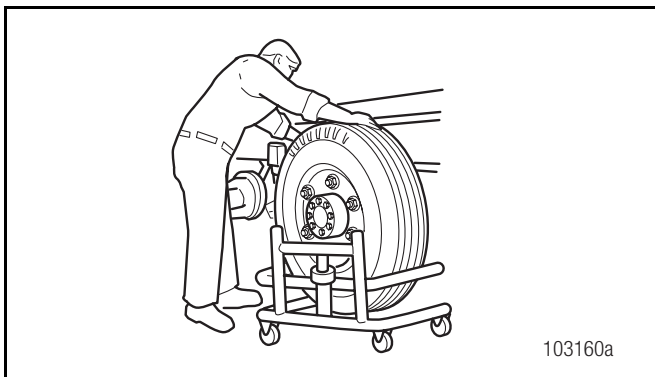


FIGURE 9

## Inspect Components

Check for the following:

- Loose, damaged or missing fasteners
- Loose, damaged or missing hubcaps

## Inspect for Leaks

1. Check that no lubricant is present around the hubcap or on the wheel.
  - If lubricant is present, investigate the cause and take corrective action.
2. Check that no lubricant is present on the hub, brake hardware or brake shoes.
  - If lubricant is present, check the inboard seal.

## Inspect for Proper Lubricant Level and Condition

1. Allow any air in the lubricant to escape prior to inspection. Visually inspect the lubricant for discoloration. Under normal conditions, the lubricant will darken. A white or milky appearance indicates water contamination.
2. Visually inspect the lubricant for foreign materials such as metal shavings, rust or other contaminants. A magnet can be used to detect any metallic materials that may be present in the lubricant.
3. If the inspection indicates contamination, service the wheel hub according to instructions outlined later in this manual.



### CAUTION

Do not mix different types of lubricants. Only use lubricants approved by the seal manufacturer.

### NOTE

On wheel ends filled with semi-fluid grease, remove the hubcap and verify that sufficient grease is flowing through the bearing rollers and that the ends of the bearing are lubricated. Check to be sure there are no signs of contamination present. If additional grease is required, use the fill hole in the barrel of the hub to add additional grease until grease flows from the outboard bearing.



# TWELVE (12) MONTH INSPECTION

## Functional Checks

Rotate the hub and check for free, smooth, and quiet rotation. If rotation is hampered, PreSet® hubs should be serviced immediately.

## Check End Play

1. Remove the hubcap or drive axle. Attach the magnetic base of the dial indicator to the spindle. Touch the dial indicator stem to the hubcap mounting surface (see figure 10).

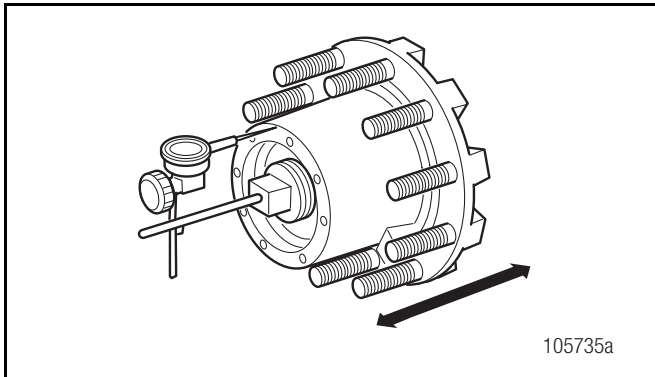


FIGURE 10

2. Grasp two wheel studs across from each other. Pull and push while oscillating the hub.
3. Measure the end play by calculating the difference between the minimum and maximum dial indicator readings.

### CAUTION

If end play exceeds 0.006-inch (0.15 mm), service the hub.

### NOTE

All components replaced under warranty must be returned for consideration of reimbursement. Contact the OEM for their warranty return policy.

# RECOMMENDED SERVICE

The recommended service interval is 500,000 miles or every second brake service for on-highway vocations. In more severe duty applications, this service may be required more often. Your 12 month inspection criteria will give you an indication whether this service is required.

In order to ensure optimum wheel hub performance, ConMet recommends that only approved PreSet® service parts be used to replace all critical components of the system. Refer to the back of this manual for a listing of approved parts.

## HUB REMOVAL AND DISASSEMBLY

1. Remove the tires and wheels following steps 1-5 in the previous section entitled "TWELVE (12) MONTH INSPECTION".

### ⚠ WARNING

Sudden release of compressed air can cause serious personal injury and damage to components.

Before you service a spring chamber, carefully follow the manufacturer's instructions to compress and lock the spring to completely release the brake. Verify that no air pressure remains in the service chamber before you proceed.

2. If the axle is equipped with spring brake chambers, carefully compress and lock the springs so that they cannot actuate (see figure 11).

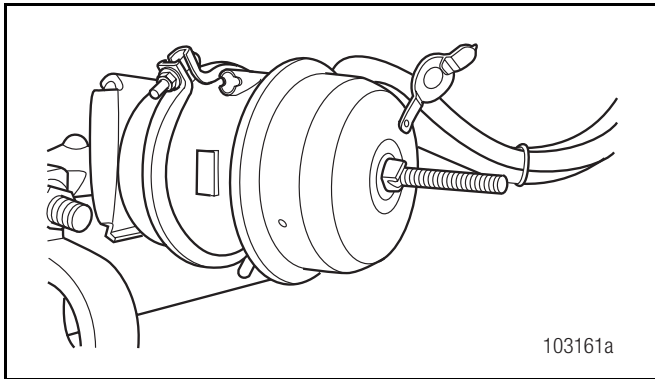
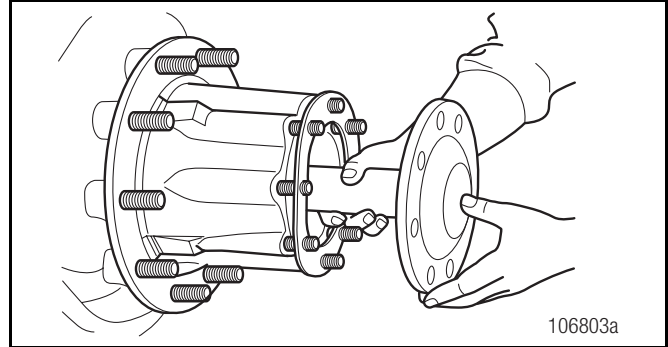


FIGURE 11

3. Remove the brake drum. Support the drum during the removal process to prevent damage to the axle spindle threads.

### NOTE

If the hub to be disassembled is a drive hub, remove the drive axle shaft, and capture the oil (see figure 12).



Removing the Drive Axle Shaft  
FIGURE 12

4. Place a container under the hubcap, or drive axle shaft for a drive hub, to receive the draining oil, then remove the hubcap or drive axle shaft. Do not reuse the oil. Correctly dispose of the lubricant.
5. Examine the spindle nut to determine the type of locking system. Disengage the locking device.

### ⚠ WARNING

Do not loosen the axle spindle nuts by either striking them directly with a hammer, or striking a drift or chisel placed against them. Damage to the parts will occur causing possible loss of axle wheel-end components and serious personal injury.

6. Remove the spindle nut system. Be careful when you remove the hub that you do not damage the outer bearing by dropping it on the floor.
  - If part of the seal remains on the spindle, be careful that you do not damage the spindle when you remove it.

# RECOMMENDED SERVICE

7. Slide the hub off the spindle. Remove and save the outer bearing cone.

- If the hub is difficult to remove because the seal is stuck on the spindle, use a mechanical puller to remove the hub (see figure 13).
- If part of the seal remains on the spindle, carefully remove the part of the seal that remains on the spindle.

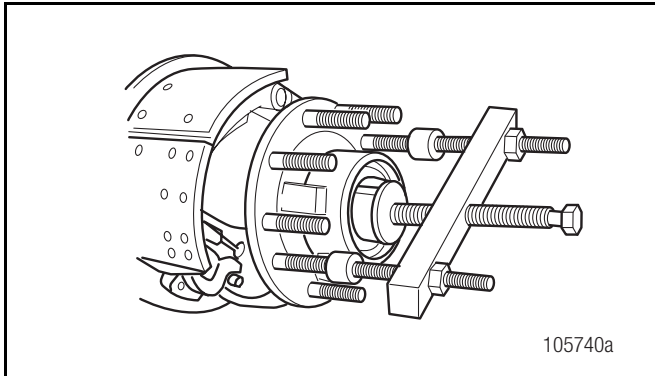
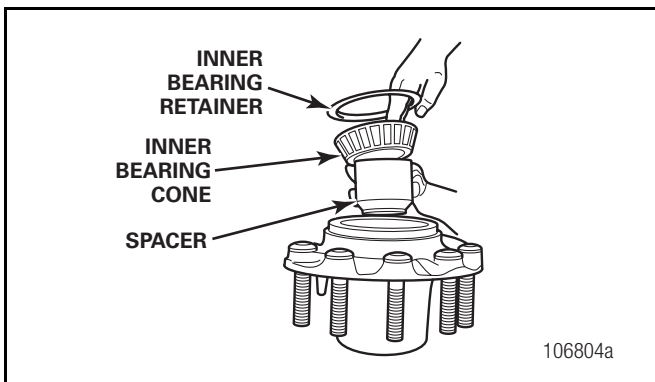


FIGURE 13

8. Place the hub on its outboard end and remove and discard the seal.

9. If present, remove and discard the inner bearing retainer. The stamped steel retainer secures the inner cone during shipment and has no purpose in service (see figure 14). Be careful not to damage the inner bearing and spacer during the removal process.

10. Remove the inner bearing and spacer.



Hub Disassembly (Inner Bearing Retainer is not on Hubs equipped with CR Seals)  
FIGURE 14

## COMPONENT INSPECTION AND REPLACEMENT HAZARD ALERT MESSAGES

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

### ⚠ WARNING

To prevent serious eye injury, always wear safe eye protection when you perform vehicle maintenance or service.

Observe all warnings and cautions provided by the press manufacturer to avoid damage to components and serious personal injury.

Do not hit steel parts with a steel hammer. Pieces of a part can break off. Serious personal injury and damage to components can result. Use a brass or synthetic mallet for assembly and disassembly procedures.

Solvent cleaners can be flammable, poisonous and cause burns. Examples of solvent cleaners are carbon tetrachloride, and emulsion-type and petroleum-base cleaners. Read the manufacturer's instructions before using a solvent cleaner, then carefully follow the instructions. Also follow the procedures below.

- Wear safe eye protection.
- Wear clothing that protects your skin.
- Work in a well-ventilated area.
- Do not use gasoline or solvents that contain gasoline. Gasoline can explode.
- You must use hot solution tanks or alkaline solutions correctly. Read the manufacturer's instructions before using hot solution tanks and alkaline solutions. Then carefully follow the instructions.

### ⚠ CAUTION

Do not use hot solution tanks or water and alkaline solutions to clean ground or polished parts. Damage to parts can result.

## CLEAN, DRY AND INSPECT COMPONENTS

### *Worn or Damaged Components*

### ⚠ WARNING

Do not repair or recondition wheel-end components. Replace damaged, worn or out-of-specification components. Do not mill or machine any components. Using repaired, reconditioned, damaged or worn components can cause wheel end failure, which can result in serious injury and property damage.

### *Hub and Component Cleaning*

1. Use a cleaning solvent to clean the ground or polished parts and surfaces. Kerosene or diesel fuel can be used for this purpose. **DO NOT USE GASOLINE.**

# RECOMMENDED SERVICE

2. Do NOT clean ground or polished parts in a hot solution tank or with water, steam or alkaline solutions. These solutions will cause corrosion of the parts.
3. Thoroughly clean the hub cavity with spray degreaser. The cavity must be free of any contaminants.
4. To remove grease from a wheel end, use a stiff fiber brush, not steel, and kerosene or diesel fuel, not gasoline. Allow the parts to dry. Note that any solvent residue must be completely wiped dry since it may either dilute the grease or oil or prevent the lubricant from correctly adhering to the wheel-end components.
5. Clean and inspect the wheel bearings, race, spindle bearing journals and hub. Bearings should be cleaned in a suitable non-flammable solvent and dried with either compressed air or a lint-free rag.

If compressed air is used, do not spin dry the bearings as the rollers may score due to lack of lubricant. Ensure that the air line is moisture free.

6. Parts must be dried immediately after cleaning. Dry parts with clean paper or rags, or compressed air. Do not dry bearings by spinning with compressed air.
7. Apply a light oil to cleaned and dried parts that are not damaged and are to be immediately assembled. Use only the type of oil used by the manufacturer. Do NOT apply oil to the brake linings or the brake drums.
8. If the parts are to be stored, apply a good corrosion preventative to all surfaces. Do NOT apply the material to the brake linings or the brake drums. Store the parts inside special paper or other material that prevents corrosion.

## INSPECTION AND TROUBLESHOOTING

### *Bearing Cups and Cones*

#### NOTE

PreSet® hubs use a precision-machined spacer in conjunction with specially toleranced bearings to control wheel end play. ConMet recommends installing a new PreSet® bearing kit at this service interval to ensure proper bearing adjustment and optimum bearing life. The PreSet® bearing kit consists of both bearing sets and a bearing spacer. PreSet® bearing kits are available from ConMet approved bearing suppliers.

#### CAUTION

If you choose to reuse existing bearings at this service, they must be inspected in accordance with the bearing manufacturers recommended guidelines.

#### CAUTION

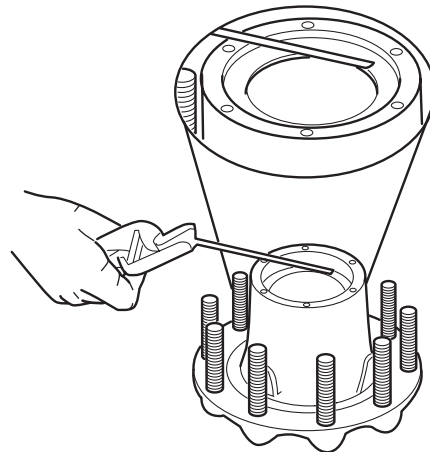
If this inspection indicates that existing bearing component(s) must be replaced, bearing races and bearing rollers must be replaced as a set. Whenever new bearings are installed, replacement of the bearing spacer is also recommended.

## REMOVING CUPS IN ALUMINUM HUBS

1. If required on an aluminum hub, remove the bearing cup by welding a large bead around the bearing surface of the steel cup, letting the assembly cool, and removing the bearing cup (see figure 15).

#### NOTE

If a welder is not available, heat the hub to 300°F and pound out the bearing cups with a hammer and drift being careful not to damage the hub.



106823a

Welding Bead  
FIGURE 15

# RECOMMENDED SERVICE

2. Inspect the bearing cup bore for evidence of cup rotation or spun cups.
  - If cup rotation exists, replace the hub.

## REMOVING CUPS IN IRON HUBS

1. On an iron hub, remove the bearing cup using a large hammer and a heavy drift or a hydraulic press. Take precaution to avoid damaging the bearing cup bore and shoulder.
2. Inspect the bearing cup bore for evidence of cup rotation or spun cups.
  - If cup rotation exists, replace the hub.

## INSTALLING A NEW CUP IN ALUMINUM HUBS

To install a new cup in an aluminum hub, it is recommended that the hub be heated evenly throughout in an oven to 300°F or in boiling water. Cooling the cup in a freezer to 32°F or below will further ease the installation, if desired.

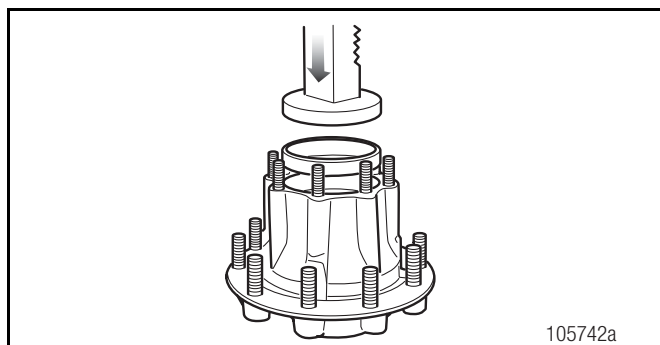


Do not overheat the hub.

Remove the aluminum hub from the oven or water and carefully drop in the new bearing cup being certain it is fully seated. If the cup is loose, allow a few seconds for it to heat up and secure itself before moving the hub. Use a 0.001" to 0.002" feeler gauge to ensure the cup is fully seated against the shoulder of the bearing bore.

## INSTALLING A NEW CUP IN IRON HUBS

Iron hubs do not need to be heated for bearing cup installation. Press the bearing cup into the hub being certain that it is fully seated (see figure 16). Use a 0.001" to 0.002" feeler gauge to ensure the cup is fully seated against the shoulder of the bearing bore.



Bearing Cup Pressed into Hub  
FIGURE 16

## WHEEL STUDS

Replace all wheel studs that have damaged or distorted threads, are broken or bent, or are badly corroded. Also, replace both studs adjacent to the damaged stud. If two or more studs have damage, replace all the studs in the hub. Broken studs are usually an indication of excessive or inadequate wheel nut torque.

## STUD REMOVAL



Observe all warnings and cautions for press operation provided by the press manufacturer to avoid serious personal injury and damage to components.

1. Place the clean hub in a shop press with the hub supported evenly around and adjacent to the stud being removed.



Failure to adequately support the hub can result in physical injury and/or damage to the hub.

Some hubs are configured so it is impractical to have supports to prevent the hub from tipping when force is applied to the stud. In this case, support the hub on wood blocks on the floor and use a heavy hammer to drive the studs out with several sharp blows. Be careful to avoid damaging the hub and components, particularly the seal bore and the ABS tone ring.

2. Press the stud out of the hub.

## STUD REPLACEMENT



On the ball seat wheel mounting system, always use left-handed threaded studs on left-handed hubs, and use right-handed threaded studs on right-handed hubs.

The ConMet part number is located on the head of the stud. The same part number must be used for replacement unless changing the drum or wheel type.

1. To install a new stud, support the hub evenly around and adjacent to the stud being installed.
2. Press the new stud all the way into the hub. Be sure the stud is fully seated and that the stud head is not embedded into the hub.



Excessive force can cause the stud head to be embedded into the hub, which can create a crack in the hub, resulting in serious injury and property damage. If a stud head is imbedded in a hub, replace the hub.

# RECOMMENDED SERVICE

## HUB, DRUM AND WHEEL INSPECTION

1. Inspect the drum pilots, wheel pilots, and mounting face on the hub for damage. A damaged drum pilot is usually caused by improper drum mounting. A damaged wheel pilot could be the result of inadequate wheel nut torque, allowing the wheels to slip in service.
2. Inspect the wheels and brake drum for damage.

### ⚠ WARNING

Do not repair or recondition wheel-end components. Replace damaged, worn or out-of-specification components. Do not mill or machine any components. Using repaired, reconditioned, damaged or worn components can cause wheel end failure, which can result in serious injury and property damage.

## ABS TONE RING INSPECTION (AS APPLICABLE)

The Anti-Lock Braking System (ABS) signals acts like any signal generator where the magnet passes a coil and generates a current. On hubs, the toothed ring passes a sensor and generates a signal that is sent to the ABS computer. The computer monitors wheel rotation with the ABS signal and will engage the ABS when no signal is present. There are two types of ABS rings used on ConMet hubs — powdered metal and stamped steel (see figure 17).

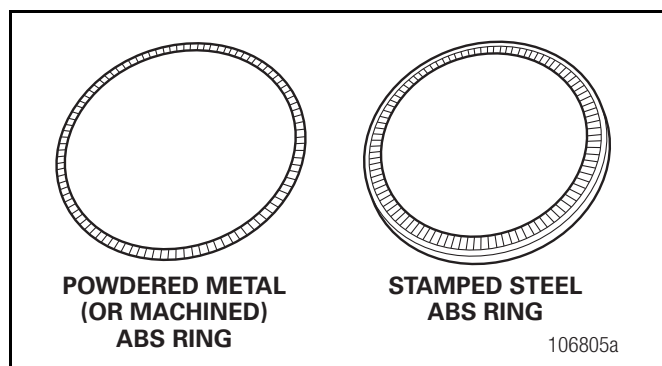
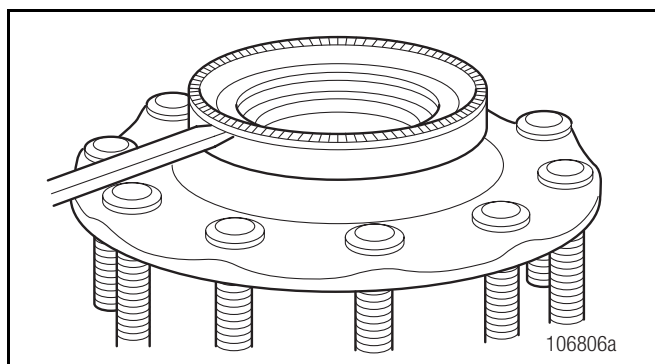


FIGURE 17

If the tone ring is damaged (for example, if it is dropped, bent, chipped or dinged), it must be replaced.

## REMOVAL AND INSTALLATION OF POWDERED METAL ABS TONE RING

For a powdered metal ring, remove using a chisel, making sure not to damage the hub. Reinstall by heating the ring to 350°F in an oven and installing it on the hub (see figure 18).

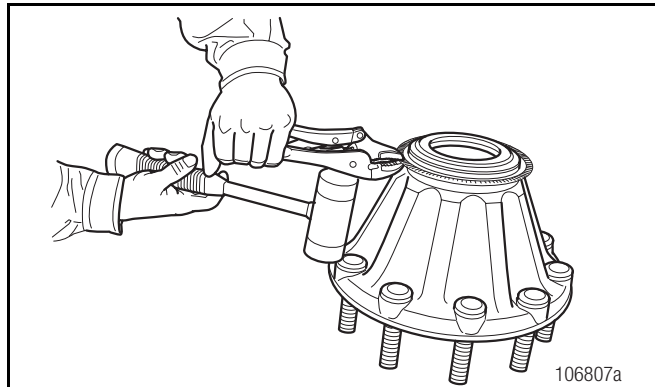


Powdered Metal ABS Ring

FIGURE 18

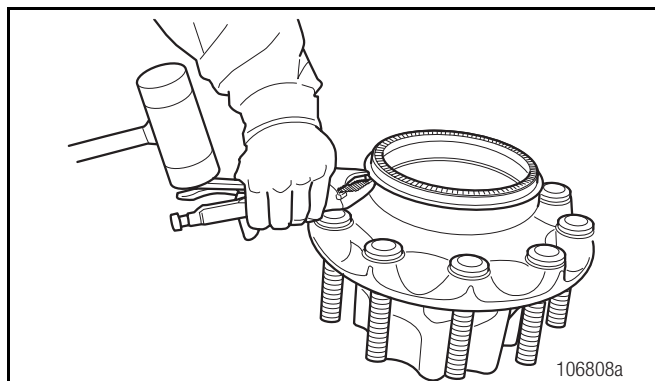
## REMOVAL AND INSTALLATION OF STAMPED STEEL ABS TONE RING

1. The steer axle tone ring can be removed by gripping the ring with a pair of locking pliers and tapping the pliers upward with a rubber mallet. Work around the ring to keep the ring from cocking (see figure 19). Drive axle and trailer tone rings can be removed by gripping the ring with a pair of locking pliers and prying against the head of a wheel stud to lift the ring off the hub. Work around the ring to prevent cocking (see figure 20).



Stamped Steel ABS Ring on Steer Axle

FIGURE 19



Stamped Steel ABS Ring on Drive Axle

FIGURE 20



## RECOMMENDED SERVICE

2. Thoroughly clean and degrease the ABS ring seat on the hub with a nonflammable solvent.

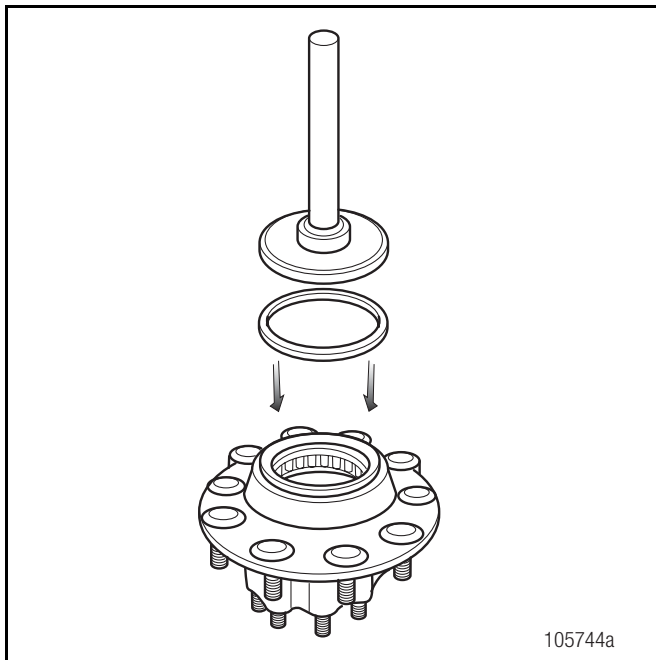
### CAUTION

Replace the hub if the ABS ring seat is damaged.  
The ABS ring must be fully seated with a maximum of 0.008" axial runout to ensure the ABS system functions properly.

### NOTE

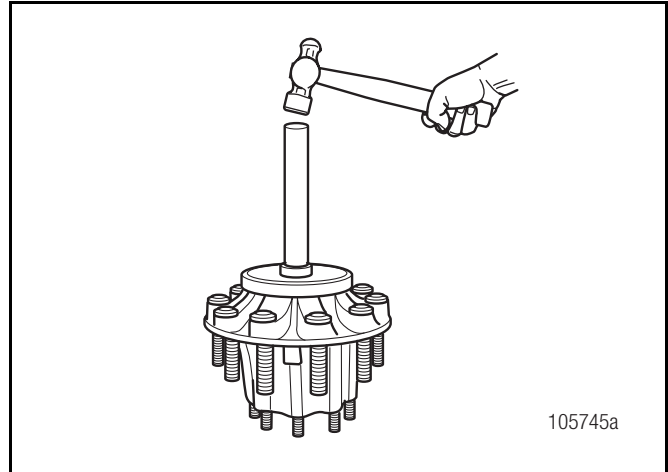
For steer hubs, be certain the inside diameter flange is facing up.

3. Place the hub in a press and place the ABS ring on the hub ring seat.
4. Using ConMet ring installation tool part number 107119, center the tool over the ABS ring. Each type of ring fits a corresponding diameter on the tool (see figure 21).



Installing the ABS Tone Ring  
FIGURE 21

5. Press the ring on the hub. If a press is not available, drive the ring on with a hammer or mallet until the ring seats on the hub (see figure 22). A swift initial blow with an 8-lb. hammer may be necessary to start the ring onto the hub.



Using a Hammer to Install the Ring  
FIGURE 22

6. Inspect the ring to ensure proper seating. If the ring is not completely seated, continue to drive the ring with the ring installation tool until the ring is completely seated.

# REASSEMBLY

## PreSet® WHEEL HUBS

### CAUTION

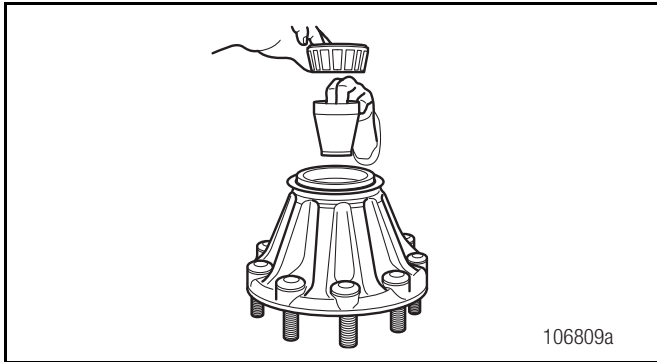
When using an oil bath system, do not pack the bearing with grease. Grease will prevent the proper circulation of axle lubricant and can cause premature wheel seal and bearing failure.

1. Place the hub seal end up on a clean work bench surface.

### NOTE

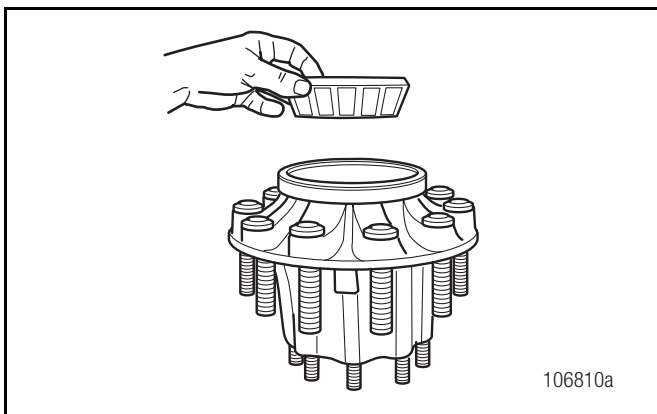
If you are working on a drive or trailer hub, go to step 3. If you are working on a steer hub, proceed as follows.

2. For steer hubs, install a new tubular bearing spacer with the tapered end down (see figure 23).



Bearing Cone Assembly for Steer Hub  
FIGURE 23

3. Lubricate the new inner bearing cone with the same lubricant as will be used in the hub and install it into the inner bearing cup (see figure 24).



Bearing Cone Assembly for Drive Hub  
FIGURE 24

### NOTE

The seal must be replaced every time the hub is removed from the spindle.

Do not apply any gasket sealant to the seal outer or inner diameter.

Always use the seal installation tool specified by the seal manufacturer. Using an improper tool can distort or damage the seal and cause premature seal failure.

If using the Dana Outrunner wheel seal, place the seal with the "air side" facing the adapter plate of the installation tool.

If using the SKF Scotseal Plus XL wheel seal, no special installation tools are required.

4. Lubricate the seal outer diameter and the hub seal bore with the same lubricant as will be used in the hub.
5. Position the seal into the hub bore.
6. When installing the Dana wheel seal, tap the adapter plate around the outer edge to position the seal.
7. Install the seal with the adapter.
  - A. Drive the Dana seal into place (see figure 25). Once the tool bottoms out, the seal is installed correctly.
  - B. Press the SKF Scotseal Plus XL wheel seal evenly into the bore (see figure 25). If additional force is needed, use a flat plate and a small mallet to install the seal.

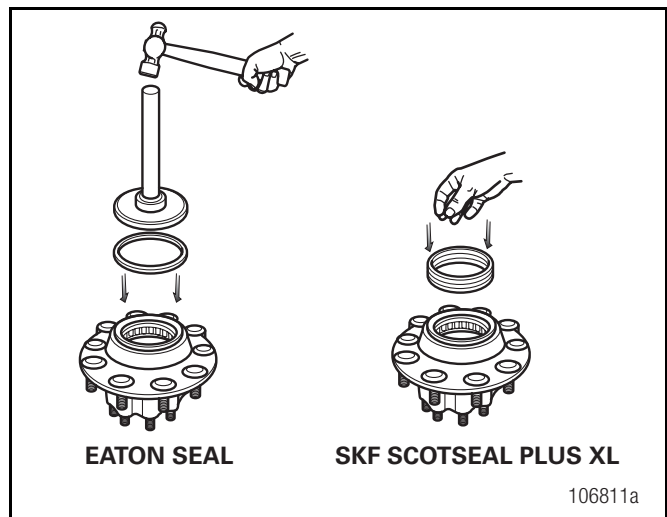


FIGURE 25

8. Check to be certain the seal is not cocked and that the seal inner diameter and the inner bearing turn freely.

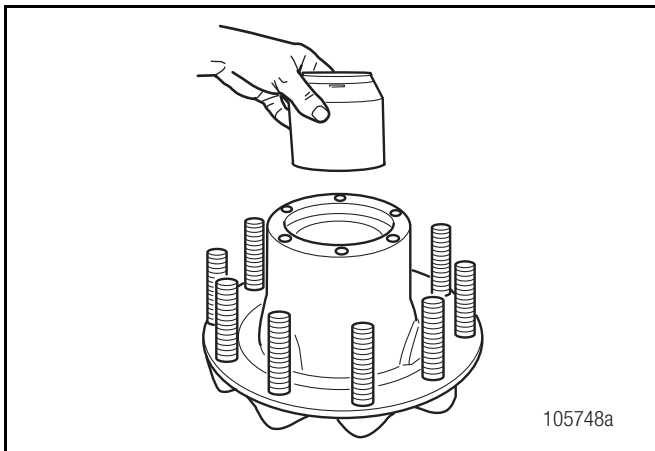


# REASSEMBLY

## ⚠ CAUTION

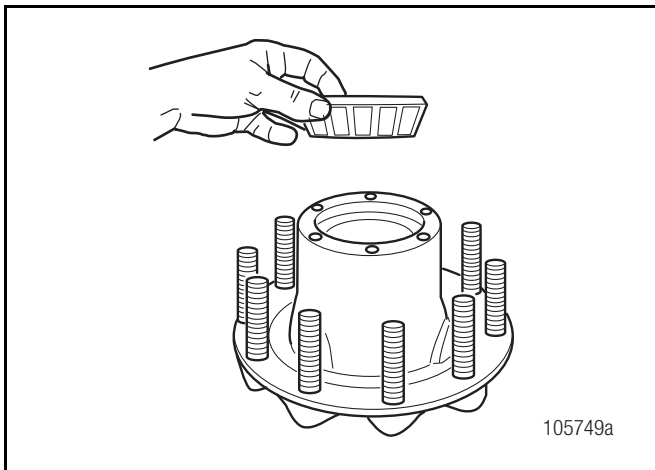
Failure to lubricate the inner diameter of the seal, and the seal journal, may result in premature seal failure.

9. Lubricate the inner diameter of the seal with a light film of the same lubricant as will be used in the hub.
10. Turn the hub over, and place it seal end down. For all drive and trailer hubs, install a new bearing spacer. If the spacer has a tapered end, it should face towards the outboard end of the hub (see figure 26).



Installing the Spacer  
FIGURE 26

11. Lubricate the new outer bearing cone with the same lubricant as will be used in the hub and install it into the hub assembly (see figure 27).



Installing the Outer Bearing Cone  
FIGURE 27

# REINSTALLATION

## INSTALLING THE PreSet® WHEEL HUB ASSEMBLY

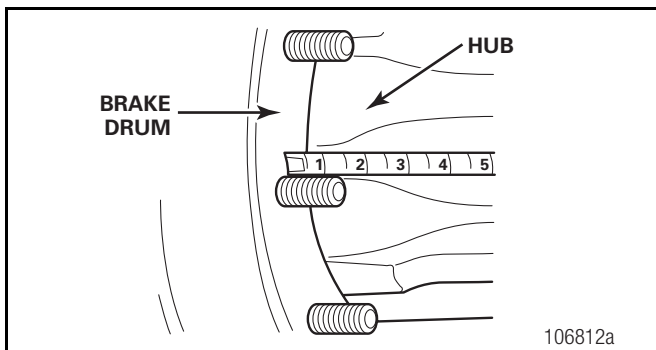
### CAUTION

Care should be taken to avoid damaging the hub or other components.

### NOTE

If you plan to replace the brake drum (i.e., cast in place of Centifuse™) or wheels (i.e., aluminum in place of steel), measure stud standout (see figure 28). In hub piloted mounting systems, the studs must be long enough for the threads to be exposed beyond the installed wheel nut. In the ball seat mounting system, the stud length beyond the brake drum should be from 1.31-1.44" as measured from the brake drum to the end of the stud. Call ConMet at 1-800-547-9473 for the correct stud part number for your application.

If you plan to replace the brake drum, verify the new drum has the same drum pilot diameter as the one that has been removed.



Measuring Stud Standout  
FIGURE 28

### CAUTION

On the ball seat wheel mounting system, always use left-handed threaded studs, which are gold in color and have an "L" stamped on the end, in the hub on the driver's side of the equipment, and use right-handed threaded studs, which are silver in color and have an "R" stamped on the end, in the hub on the passenger's side of the equipment. The ConMet part number is located on the head of the stud. The same part number must be used for replacement unless changing the drum or wheel type.

1. Light corrosion fretting that forms on spindles is normal and should be removed with a fine abrasive. When the residue is cleaned away, the bare spindle is again subject to corrosion and must be covered with a film of grease for corrosion protection, making sure both the bearing journals and the seal journals are well coated. Standard Grade 2 greases work well in normal environments. The lubricant being used in the wheel end may also be used. In severe environments, a Moly-grease may provide added protection.

### CAUTION

Failure to apply grease to the bearing journals will result in fretting corrosion, which may result in difficulty removing the bearing. Never support the hub on the spindle with just the inner bearing and seal. This can damage the seal and cause premature failure, i.e., by cocking the seal in the bore.

### NOTE

If you are working on a steer or trailer hub, go to step 2. If you are working on a drive hub, proceed as follows.

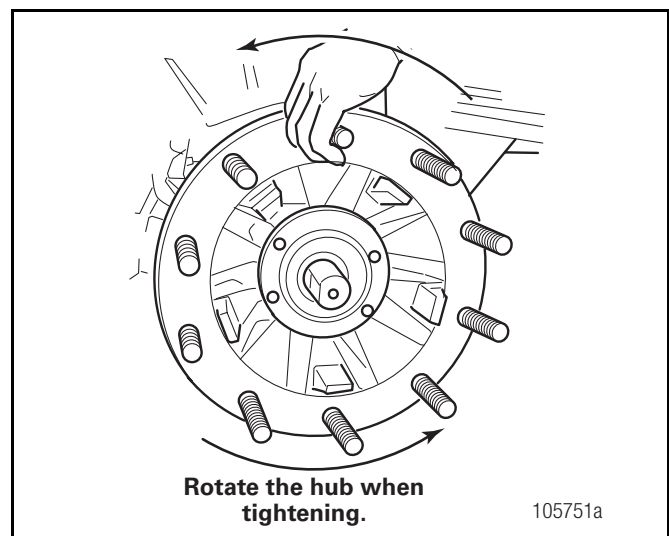
2. Drive hubs can be lubricated by installing one pint of oil through the fill plug in the barrel of the hub.

### CAUTION

The proper installation torque for the fill plug is 20-25 ft. lbs.

If no fill plug is present, the drive hub can be lubricated by lifting the opposite side of the axle 8" to allow the lubricant to run down the axle housing and into the hub assembly. Elevate the axle for two minutes to allow the lubricant time to fill the hub. Repeat the process for the opposite side of the vehicle. The rear axle carrier should be filled to the proper level to ensure adequate lubricant is available to fill the entire hub. Refill the carrier to the proper level after this procedure is completed.

3. Mount the hub assembly onto the axle spindle with a smooth, firm motion while holding the outer bearing in place. Use care to maintain alignment between the bearing cones, spacer, and spindle and to avoid seal damage (see figure 29).



Mounting the Assembly  
FIGURE 29

# REINSTALLATION

## CAUTION

Once the hub is on the spindle, do not remove the outer bearing. Removing the outer bearing may cause the seal to become misaligned, resulting in premature seal failure.

- For one-piece spindle nut systems like the Pro-Torq® or Axilok®, torque the nut to a minimum of 250 ft. lbs. **Do not back off the spindle nut.** Engage any locking device that is part of the spindle nut system. If the locking device cannot be engaged when the nut is at 250 ft. lbs., advance the nut until engagement takes place and the nut is locked.

If a double nut or jam nut system is being used, torque the inner nut to 300 ft. lbs. **Do not back off the spindle nut.** Install the outer nut with 200 ft. lbs. of torque. **Be sure to engage any locking device.**

ConMet does not recommend a one-piece “castellated” type nut system for use with PreSet® hubs.

## NOTE

The hubcap bolt holes must be free of debris, such as silicone gasket sealer to ensure the bolts will tighten properly to avoid leaks. The vent should also be clean and free of debris. Remove any burrs or sharp edges. Always use new gaskets.

- Install the hubcap. A ConMet PreSet® hubcap is required for trailer hubs not equipped with tire inflation systems.

## NOTE

Use SAE Grade 5 bolts or stronger. Do not use star washers. Use only flat washers or split washers.

- Torque the hubcap bolts to 12-18 ft. lbs., using a star pattern.

## CAUTION

If you are using semi-fluid grease in trailer applications, special procedures must be followed as outlined in the “Semi-Fluid Grease Lubricant” section.

## STEER AND TRAILER HUBS WITH OIL LUBRICANT

## NOTE

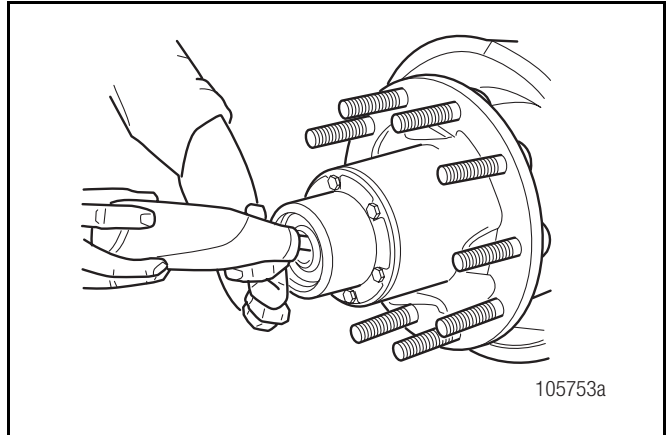
Only use oil approved by the seal manufacturer (see approved list from the seal manufacturer or on [www.conmet.com](http://www.conmet.com)).

Some hubs are provided with a fill hole, located in the barrel and between the bearings for adding lubricant.

Axilok® is a registered trademark of Mclean Vehicle Systems.  
Pro-Torq® is a registered trademark of Stemco.

Consolidated Metco, Inc.

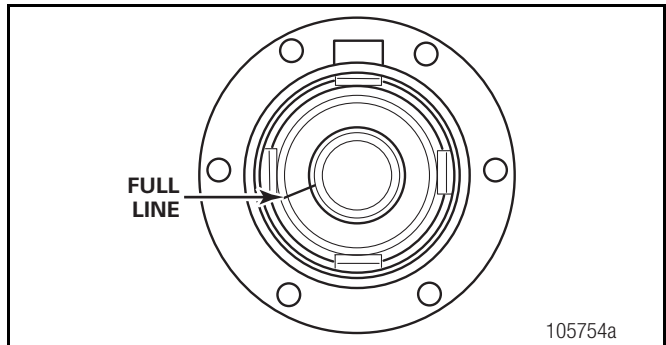
- Fill the hub through the hubcap or the fill hole with oil. It may be necessary to add lubricant more than once to adequately fill the hub (see figure 30).



Filling the Hub with Oil

FIGURE 30

- Be certain the hubcap is properly filled to the “oil level” mark on the face of the cap (see figure 31).



Fill to “Oil Level Line”

FIGURE 31

- Be sure to put the fill hole plug back into the hubcap and that the vent is working properly. Allow the initial fill amount to settle for 10 minutes. Repeat the fill procedure until the oil is at the fill line on the hubcap.

## TRAILER HUBS WITH SEMI-FLUID GREASE LUBRICANT

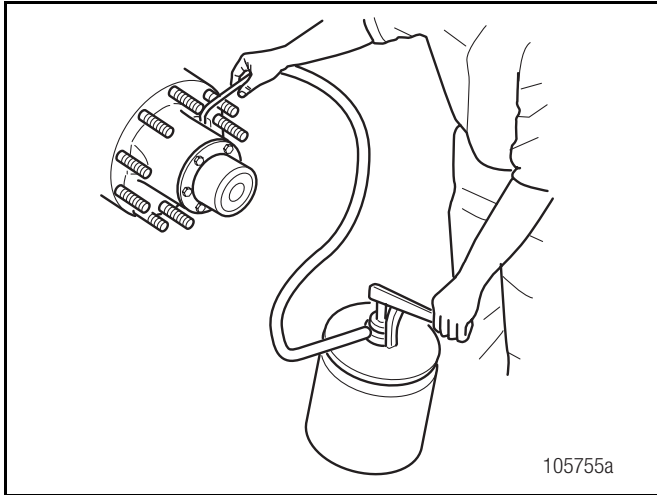
## WARNING

Failure to fill and maintain the hub with the correct amount of semi-fluid grease may cause premature failure of the wheel hub system, bearing failure and possible loss of the wheel.

- Remove the fill hole plug.

# REINSTALLATION

- Fill the hub with the OEM recommended amount of room temperature (60°F minimum) semi-fluid grease through the fill hole in the hub (see figure 32).



Filling Hub with Semi-Fluid Grease  
FIGURE 32

- Reinstall and tighten the fill plug to 20-25 ft. lbs.

### Semi-Fluid Grease Volumes

HUB TYPE	HUB MATERIAL	CASTING NUMBERS**	VOLUME* (FL. OZ.)
TN	Aluminum	102035 102610	18.8
TN	Aluminum	100164 101143	22.6
TN	Iron	10003636	27.0
TP	Aluminum	100510 101259 10001216	41.4
TP	Iron	10003654	55.5

\* Fill volumes were established with ConMet Hub Caps and FNOK Seals.

\*\* Hub Casting Numbers can be found cast onto the Flange of the hub.

## REINSTALLING BRAKE DRUMS AND WHEELS

### Hub Pilot Wheel Mounting System

#### CAUTION

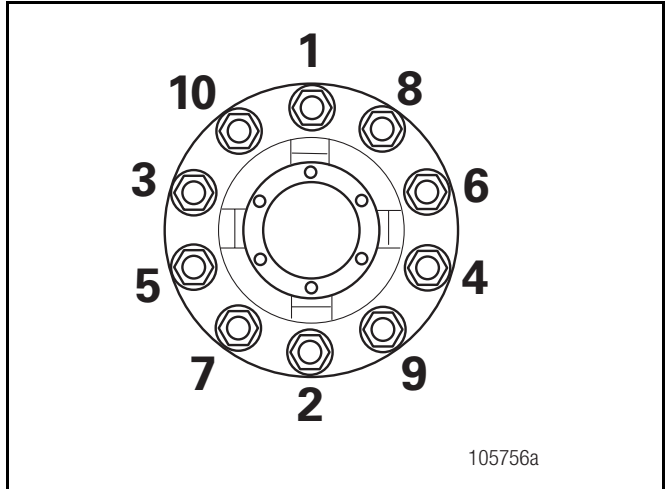
The brake drum must be fully seated on the drum pilot and against the hub face during and after installation of the wheel(s).

#### NOTE

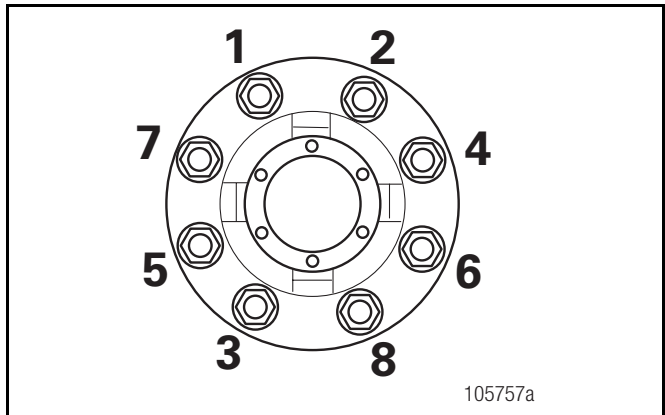
If your shop practice requires the use of lubricant or anticorrosion material to the threads and/or the drum pilot area, avoid getting lubricant on the flat mating surfaces of the hub, drum, and wheels.

#### WARNING

Always snug the top nut first to fully seat the brake drum on the drum pilot and against the hub face. See the adjacent diagram for bolt tightening sequence, and tighten in order from 1 through 8 or 10, depending on the bolt pattern (see figure 33 and figure 34).



10 Stud Tightening Sequence  
FIGURE 33



8 Stud Tightening Sequence  
FIGURE 34

- Remove all foreign material to ensure the drum fits the drum pilot properly and can fully seat against the hub mounting face.
- In environments where a corrosion inhibitor is beneficial, ConMet recommends the use of Corrosion Block, a product of Lear Chemical Research, (905) 564-0018. In severely corrosive environments, a light coat of Corrosion Block on the drum and wheel pilots has proven beneficial.

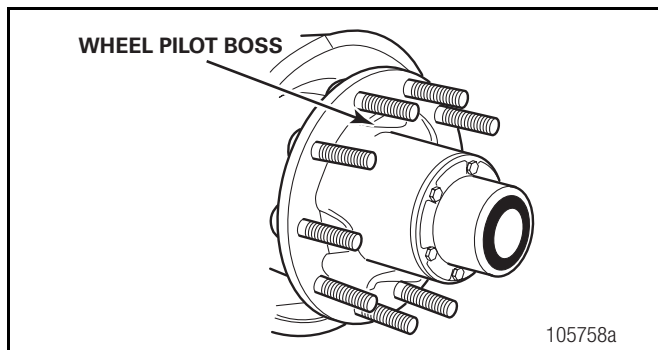
# REINSTALLATION

3. In addition to the above preparation, apply two drops of oil to a point between the nuts and nut flange washer and two drops to the last two or three threads at the end of each stud. Also, lightly lubricate the pilots on the hub to ease wheel installation and removal.

## CAUTION

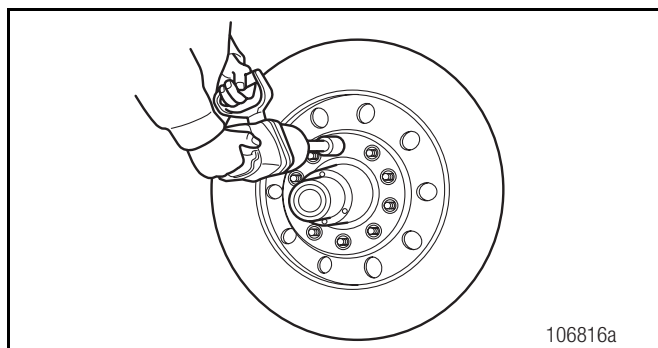
Do not get lubricant on the mounting face of the drum or wheel. Failure to clean lubricant from these surfaces may result in decreased clamping load.

4. Before installation of brake drums and wheels that utilize the hub piloted system, rotate the hub so one of the wheel pilot bosses is at the top (12 o'clock position) (see figure 35).



Rotating the Hub  
FIGURE 35

5. Position the brake drum over the hub, so it seats on the drum pilot and against the hub face.
6. Place the wheel(s) into position. One or more nuts can be started in order to hold wheel(s) and drum into position.
7. Snug the top nut first. Apply 50 ft. lbs. torque to draw the brake drum up fully against the hub (see figure 36).



Reinstalling the Wheel  
FIGURE 36

8. Install the remaining wheel nuts and using the sequence as shown, torque all the nuts to 50 ft. lbs., then retorque to 450-500 ft. lbs. (see figure 33 and figure 34). The last nut rotation must be with a calibrated torquing device.

## NOTE

Use the appropriate nuts with the above technique to install the front and outer dual wheels. Follow your shop practice to locate the valve stems.

9. Inspect the brake and wheel installation by checking the seating of the wheel(s) and drum at the pilots, and by turning the wheel(s) and checking for any irregularity.

## DANGER

Excessive or inadequate wheel nut torque can cause a failure of the wheel mounting system and a wheel separation resulting in severe personal injury or death and property damage. Always use a device that measures the torque being applied. After the first 50-100 miles, retorque all the nuts to 450-500 ft. lbs. Loosen the outer nuts to retorque the inner nuts.

### *Ball Seat Wheel Mounting System*

Clean all mating surfaces on the hub, drum, wheels and nuts. Remove loose paint, scale, and any material building around the pilots of the drum, hub, and wheels. Be sure paint is fully cured on recently refurbished wheels.

## NOTE

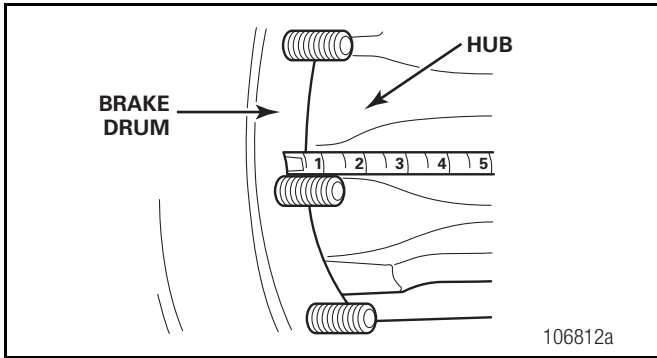
When dual wheels are mounted, the stud length beyond the brake drum (standout) should be from 1.31-1.44" as measured from the brake drum to the end of the stud (see figure 37).

When mounting dual aluminum wheels, use ALCOA inner cap nuts 5978R and 5978L or the equivalent. These nuts can also be used with longer studs up to 1.88" standout.

For special single aluminum wheel applications on drive and trailer hubs, use ALCOA single cap nuts 5995R and 5995L, or 5554R and 5554L or the equivalent, depending on the stud thread length (see Table A).

For single steel wheel applications, use BATCO 13-3013R and 13-3013L or the equivalent (see Table B).

# REINSTALLATION



Stud Standout  
FIGURE 37

**Table A: Single Aluminum Wheel Applications**

Aluminum Wheels	ALCOA Cap Nut Number
3/4-16" Threaded Studs	5995R and 5995L or 5554R and 5554L, depending on stud length

**Table B: Single Steel Wheel Applications**

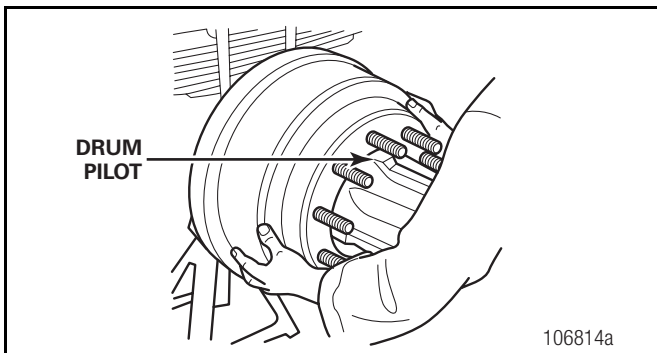
Steel Wheels	BATCO Cap Nut Number
3/4-16" Threaded Studs	13-3013R and 13-3013L

- When installing the inner wheel and tire assembly, verify the inner nuts being used are suitable for the application: aluminum wheels, steel wheels, brake drum thickness, etc.

## CAUTION

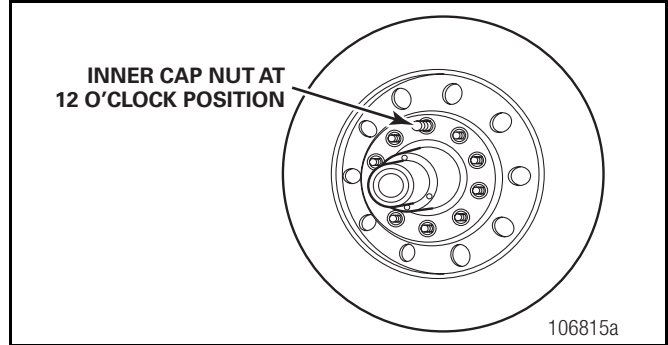
Inner cap nuts must be deep enough to ensure the stud will not bottom inside the nut and must be of a configuration approved by wheel manufacturer.

- Rotate the hub to bring a drum pilot to the top (12 o'clock) position (see figure 38). Position the inner wheel and tire assembly over the studs against the drum.



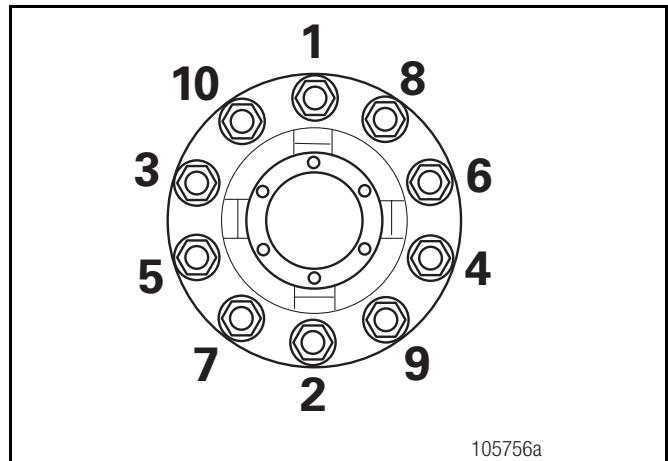
Rotating the Wheel Pilot to 12 O'Clock  
FIGURE 38

- Beginning in the 12 o'clock position, install the inner cap nuts by hand to ensure they are not cross-threaded. Do not tighten any nuts at this time.
- Apply sufficient torque (about 50 ft. lbs.) to the inner top cap nut to draw the brake drum up on the drum pilot and against the hub and seat the ball seat of the nut into the ball socket of the wheel (see figure 39).



Tightening the Inner Cap Nuts  
FIGURE 39

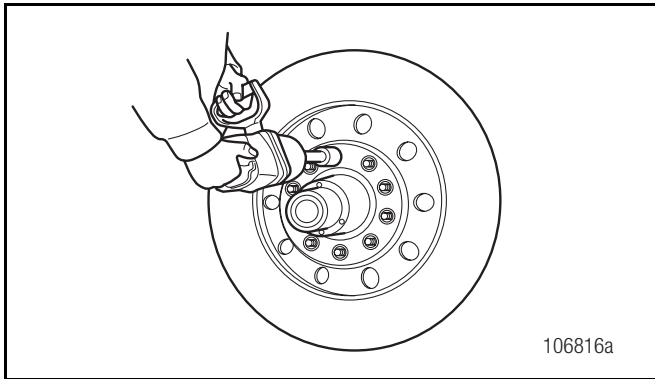
- To properly center the wheel, snug the remaining wheel nuts. Verify the drum is in place over the drum pilots (see figure 40).



10 Stud Tightening Sequence  
FIGURE 40

- Starting with the top nut first and using a staggered pattern, torque the inner wheel nuts in stages to 450-500 ft. lbs. (see figure 41). The last nut rotation must be with a calibrated torquing device.

# REINSTALLATION

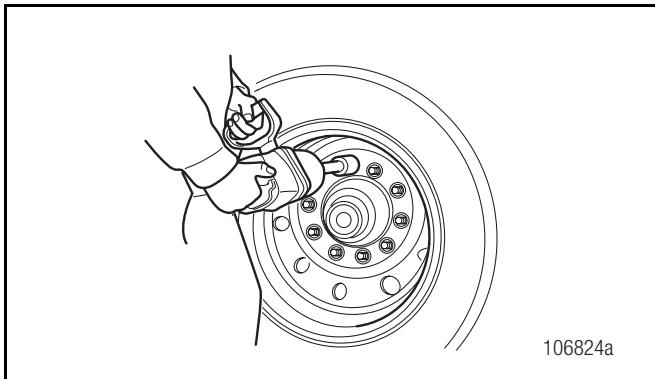


Torquing the Inner Wheel Nuts  
FIGURE 41

## NOTE

Use the appropriate nuts with the above technique to install the front and outer dual wheels. Follow your shop practice to locate the valve stems.

7. Install the outer wheel and nuts and tighten to 450-500 ft. lbs. (see figure 42). The last nut rotation must be with a calibrated torque device.



Torquing the Outer Wheel Nuts  
FIGURE 42

8. Inspect the brake and wheel installation by checking the seating of the wheel(s) and drum at the pilots and by turning the wheel(s) and check for any irregularity.

## DANGER

Excessive or inadequate wheel nut torque can cause a failure of the wheel mounting system and a wheel separation resulting in severe personal injury or death and property damage. Always use a device that measures the torque being applied. After the first 50-100 miles, retorque all the nuts to 450-500 ft. lbs. Loosen the outer nuts to retorque the inner nuts.



# SERVICE PARTS LIST

## NOTE

Bearing cups and cones must be replaced as a set.

### FF Front Steer Axle

ConMet PART NUMBER	DESCRIPTION
107500 Bearing Set	NP026773 Inner Cup
	NP899357 Inner Cone
107501 Bearing Set	NP435398 Outer Cup
	NP874005 Outer Cone
103592	PreSet® Spacer
10005430	PreSet® Oil Seal / SKF 35058
107551	PreSet® Oil Seal / Outrunner 847

### FL Front Steer Axle

ConMet PART NUMBER	DESCRIPTION
10009902 Bearing Set	NP039695 Inner Cup
	NP294109 Inner Cone
10009903 Bearing Set	NP1883330 Outer Cup
	NP107091 Outer Cone
10003807	PreSet® Spacer
10008722	PreSet® Oil Seal / SKF 43761

### R-Series Drive Axle

ConMet PART NUMBER	DESCRIPTION
107502 Bearing Set	NP363298 Inner Cup
	NP034946 Inner Cone
107503 Bearing Set	NP053874 Outer Cup
	NP840302 Outer Cone
103593	PreSet® Spacer
10005431	PreSet® Oil Seal / SKF 47692
107552	PreSet® Oil Seal / Outrunner 861

### TN Trailer Axle

ConMet PART NUMBER	DESCRIPTION
107504 Bearing Set	NP503727 Inner Cup
	NP965350 Inner Cone
107500 Bearing Set	NP026773 Outer Cup
	NP899357 Outer Cone
104144	PreSet® Spacer
10005432	PreSet® Oil Seal / SKF 46300
107553	PreSet® Oil Seal / Outrunner 859

### TP Trailer Axle

ConMet PART NUMBER	DESCRIPTION
107506 Bearing Set	NP593561 Inner Cup
	NP174964 Inner Cone
107506 Bearing Set	NP593561 Outer Cup
	NP174964 Outer Cone
104412	PreSet® Spacer
10005433	PreSet® Oil Seal / SKF 42627
107554	PreSet® Oil Seal / Outrunner 851



# SPECIFICATIONS

## Wheel End Torque Specifications

Item	Measurement	Torque (ft-lbs)	Notes
Ball Seat Wheel Nut	3/4-16	450-500	Always tighten the top nut first. If lubricant is used, apply sparingly on threads only. Do not lubricate the faces of the hub, drum, wheel, or on the ball seats of the wheel nuts
Hub Pilot Wheel Nut	22 mm x 1.5 mm	450-500	Always tighten the top nut first. Apply two drops of oil between the nut and nut flange, and two or three drops to the outermost 2 or 3 threads of the wheel studs. Lightly lubricate the wheel pilots on the hub.
Drive Studs	3/4-16	70-90	Consult manufacturer's instructions for drive axle shaft installation for all drive studs.
Drive Studs	5/8-18	40-90	
Hubcap	5/16-18	12-18	Minimum SAE Grade 5 fasteners, flat washers only
Oil Fill Plug	1/4 NPT	20-25	—
Oil Fill Plug	3/8 NPT	20-25	—
Oil Fill Plug	9/16-18	20-25	O-ring style
Disc Brake Rotor Screw	M8 x 1.25	18-22	—
Disc Brake Rotor Screw	1/2-20	100-110	—
Disc Brake Rotor Screw	9/16-12	130-150	—
Disc Brake Rotor Screw	5/8-11	190-210	—
Disc Brake Rotor Screw	5/8-18	155-195	—
Disc Brake Rotor Nut	5/8-18	180-210	—
Disc Brake Rotor	M16 x 1.5	190-210	—





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Part No. 10005642 Rev C  
5M 1-2008 Printed in the USA

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