

combination until the stud falls out the back. Repeat for each stud.



15. Put the hub on the new rotor (the new rotor should be cleaned prior to this step).

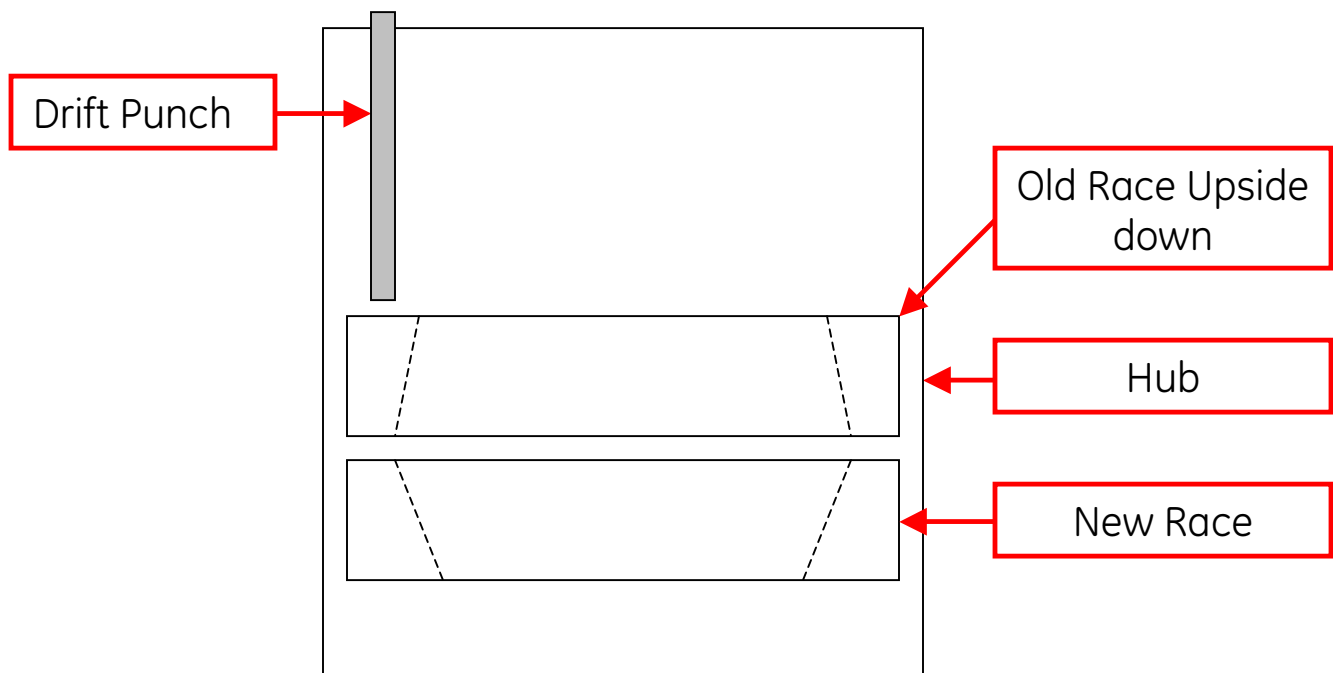
16. Clean the wheel studs (replace if any have damaged threads or are bent)

17. Put the wheel studs into the rotor hub combination, you will have to seat the studs into the hub. This is done by placing each stud into its hole and use three washers on the studs for spacing (turn the acorn lugs flatside down) and screw them down evenly. This will draw the hub down onto the studs, which fit with an interference fit.

18. The hub is seated on the studs when you feel little to no play between the rotor and hub.

19. You will want to pack the new bearings with grease at this point.

20. Seat the inner and outer wheel bearing races. Use the old race as a spacer to tap on, it works better than a socket and the size is exactly the same as the new race. Place the new race in the hub, place the old race upside down on top of the new race then tap evenly around the circumference to seat the new race. You will have to use a punch/hammer combination to seat the outer race, as the hub is too deep to tap directly on the old race.



21. Place the new inner bearing (packed with grease) and seal in the hub. Be sure to run some grease onto the race and inside of the new bearing.

22. Place the hub/rotor assembly back onto the spindle (you should have cleaned the spindle by this point). You may have to

work the rotor back and forth a little to get the bearing to slide all the way onto the spindle (be careful here not to damage it).

23. Put the new outer bearing into the outer race.

24. Follow the SKF directions for adjusting the bearings. They are as follows:

- 1970 - 72 K10, K1500, 4WD Pickup. Tighten adjusting nut to 50 ft-lbs / 68 Nm while turning hub. Back off and retighten to 35 ft-lbs / 47 Nm. back off 1/4 max. Holes in washer must align with tang in slot in spindle. Tighten locknut to 50 ft-lbs / 68 Nm. End play should be .001 0.010".

25. Follow the remaining directions per disassembly.

26. Replace the brake pads in the caliper; remove the cap on the master cylinder to relieve pressure. Reset the caliper piston using a c-clamp or caliper piston reset tool, you're just pushing the caliper piston back into the cylinder here or you won't be able to get the caliper on over the rotor.

27. Put the caliper back on the rotor, pump the brakes before starting the vehicle. Job done.