

# AXLE NUTS

By Claude Sipe

Has any one asked you, “How tight should an axle nut on a Model “A” be?” Your response should be “are you asking about the front axle or the rear axle, because these two nuts do an entirely different job”

Lets talk about the job of the front axle nut first. The job of this nut is to “preload” the front axle bearing, and to prevent the wheel from coming off the axle. When properly adjusted the wheel will rotate freely, without any drag on the bearing, and without any free play or wobble of the wheel. The proper tightening procedure is as follows:



## FRONT AXLE NUT

Raise the wheel off the ground, remove the dust cover and cotter key.

While rotating the wheel slowly by hand, tighten the nut slowly, until a slight drag is detected in the wheels rotation

When a slight drag is detected, loosen the nut until you can no longer detect any drag

Check to see if the cotter key can be inserted in the hole in the axle provided for this purpose, if it can then do so, if not then loosen the axle nut further until the 1st slot in the nut lines up with the hole in the axle

Never leave the nut tightened to the point where a slight drag is felt when rotating the wheel

When properly adjusted the wheel should rotate freely by hand and there should not be any movement at the bearing when you attempt to rock the wheel by hand grasping the top and bottom of the tire.

Now lets talk about the job of the rear axle nut. The job of this nut is to “seize” the wheel hub to the axle shaft, the proper tightening procedure is as follows:

## **REAR AXLE NUT**

With the weight of the vehicle on the wheel remove the dust cover [if equipped] and the cotter key, chock the vehicle, leave it in gear but release the hand brake.

Torque the nut to 125 foot lbs. Check to see if the hole provided in the axle lines up to a slot in the nut, if so insert the cotter key, if not tighten the nut until the cotter key can be inserted [its okay to exceed the torque, in this case by up to 20%]

Never loosen the nut to insert the cotter key. When properly tightened there should not be any movement between the axle shaft and the hub

This nut should always be tight and if the hub is pulled for any reason this nut should be checked again after about 500 miles

I hope this will help clear up any questions you may have about Axle Nuts

Happy Motoring

*Claude Sipe*