

Fitting Instructions: Rear Hub Bearing Lock Nuts

Part Number: 265-115

Description: Rear Hub Bearing Lock Nuts

Applications: MG TC



Fitting Instructions

The hexagonal nuts supplied are now 50mm AF: the change to this size has been forced on us by the extreme rarity of sockets in the 1-1/4" BSW size formerly used. However, 50mm sockets are universally available, being used on several modern vehicles. Additionally, 2" AF and 1-1/4" BSW sockets (especially the six-point type, rather than 12-point), although loose, will tighten these nuts. These new "improved" type nuts incorporate a lip-seal to keep the oil where it should be - inside the differential casing.

The outer ends of the half-shafts have splines which are longer than the hubs, so a small stainless steel sleeve (included in the kit) has to be fitted to give a smooth surface for the lip-seal to run on. If you have the special taper-fit half-shafts then this sleeve is not absolutely necessary, although you can fit it if you wish. Just remember to change the seals in the new nuts for ones with a 1" bore if you leave the sleeve off.

Sleeves must be mounted with EPOXY resin (Araldite, or JB weld in the U.S.A.) after getting everything clean with paraffin (= Kerosene) or a degreasing solvent. Fill the splines with glue, slide the sleeve over the shaft, push it up against the inside of the hub and twist it a little to spread the glue. Try not to get any glue on the outside of the sleeve but, if you do, remove it before it sets hard.

Note: The supplied sleeves are made to be a sliding fit on a standard 1" shaft but some older shafts can be oversize. Before looking for larger sleeves, check that the edges of the inner (diff.) splines are not raised up. A few strokes with a fine file will often suffice.

Left hand threaded nuts have a notch cut in them; they fit on the left of the car whereas the wheel spinners have the left-hand threads on the right of the car. It's all to do with self-tightening, which is obviously a lot safer than the other way about! Original hub nuts should be fitted with the chamfer facing towards the bearing so the tab washer does not get flattened. Lip-sealed nuts are also chamfered, but can only screw on with the seal to the outside. Preferably, use a proper socket and an extension (to clear the wing - or fender) with a torque wrench to tighten these nuts to 130 foot lbs. If you do not have a torque wrench, a pull of 65lbs. on a 2ft. tommy bar is equivalent. This is about as hard as you can pull with one hand. Turn up 2 or 3 outer tabs.

The tab washers supplied are a modern metric size, so you will have to file the inner tab slightly to make it a good fit in the axle slot. Don't forget to bend down two or three outer tabs onto the nut. Finally, smear some grease on the lip of the seal and the outside of the sleeve on the axle.

These lip-sealed nuts have proven very effective at keeping oil in the diff. and off the brakes, but poor hub bearings or worn splines will allow excessive movement and premature failure. Regular checking (on an annual basis, say) is highly recommended.



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