



1. The item you bought is a complete hub assembly and it includes bearings and oil seals. The grease level is enough for longlife usage and do not disassemble the bearing unit for any purpose. Please also ensure that o-rings, locking rings and seals are placed correctly on the new Hub unit.
2. If locking rings are misaligned, this will/may cause an oil leakage and premature failure of the bearing. (You shouldn't see the locking ring while you look at the bearing vertically. When you touch the locking ring, it must be in a deeper position against the bearing inner surface completely.)
3. After mounting of the hub unit and axle nut; the hub must be tested manually. Please try to move the hub vertically on the axle and check if there is a play. Correctly fitted hub must not play on the driveshaft. Secondly, please turn the hub forward and backwards. Correctly fitted hub must turn easily by hand.
4. Misaligned or damaged oil-seals may cause oil leakages therefore it is recommended to always replace with new oil seals in case of a damage on the oil-seals.
5. Ensure that the air discharge valve on the differential is clean and working. A clogged valve will increase the pressure on the differential and may cause oil leakage from the hub unit. Replacement of air discharge valve is advised by the manufacturer where fitted originally.
6. Overloading may probably cause high brake disc temperature which will be directly transferred to the wheel hub and the bearing. High temperature on the wheel hub will cause melting and burning of the bearing grease which will block the bearings after a while. Please refer to handbook / user manual of the truck for maximum loading capacity.
7. Hub oil seals are designed for grease impermeability. But as the density of differential oil is lower against bearing grease; the seals will leak if there is a problem on axle shaft's (driveshaft) sealing ring. That's why the sealing rings and gaskets of the axle shaft should be checked and replaced before the assembly of the wheel hub kit.
8. Inspection of driveshaft (especially inner and outer bearing housings) is recommended as the old defective hub unit may have damaged the driveshaft flange, shaft or splines. A new hub assembly will only work perfectly with a new or undamaged drive shaft.
9. Axle nuts should be fitted with the tightening torque value as specified in the manufacturer's maintenance manual. Loose or very tight fittings may cause premature failure of the bearings. Also check to ensure that the axle nut and sealing of the hub cap is not damaged.
10. New Replacement Wheel Studs / Bolts are recommended and should be press fitted in to the new hub units where required.
11. Ensure that the face to face fitment of hub and brake disc/drum are clean and undamaged including previously fitted lubrication products.
12. For replacement rear hubs on vehicles where locking plates (for fixing the brake disc to the hub) are used, ensure that these plates have clear ventilation to all hub/disc channels. Some aftermarket locking plates do not have ventilation channels and can cause high hub temperatures and reduces the bearing life.
13. Any modifications made, remanufacturing or paint on the wheel hub will make the hub void of warranty.
14. Re-engineered brake discs which do not use locking plates and spring sets can prevent ventilation of the brake disc and cause increased temperatures of the brake disc and hub resulting in damage the bearing.
15. It is recommended to replace brake discs / drums, o-ring, locking plates, oil seals, brake disc locking plates, axle nut, driveshaft and complete hub cap when replacing a Hub unit. This improves the service life in line with recommendations made by the original manufacturers.
16. Failure to follow these guide lines can affect any warranty claims acceptance by our company.