

## Wheel Spindle bearing

→ The stub axle construction depends on whether it is driving or non-driving hub.

### → Non driving hub

\* It consist of a stub axle an externally cylindrical sleeve hub, a pair of taper-roller bearings, a grease-seal, a castellated adjustment nut and split pin, a washer and a dust cap.

\* The cylindrical sleeve hub is fitted over small outer and large inner **taper roller bearings** which are supported on the stub axle.

\* The hub is made up of malleable iron or steel cast. The bearings are designed to absorb both radial and axial load when assembled.

\* As hub bearing with stands heat from the brakes, a running clearance is provided, which is quite different to that obtained after a bearing has been preloaded.

\* The flanged hub supports the road wheel and a brake drum or brake disc.

\* A dust cap with a central vent hole is used to enclose the end of the hub.

\* This area of the hub should not be filled with grease.

→ Driving hub

\* The stub axle housing uses two bearings, which support both the wheel hub and driving shaft.

\* The type of bearing used is decided based on the load carrying capacity of the road wheel.