



NO.:	SB134-12	ISSUE NO.:	1
DATE:	13/06/12	SHEET:	1 of 3

SUBJECT: Dana Axle Hub Nut Staking – Removal & Fitment

❑ **Background:**

In some instances the 'staked' type hub nut has been found to cause damage to the axle spindle threads when it is being removed. Field investigations have identified that this is due to the threads being damaged during the staking of the nut and/or during removal of the staking prior to removal of the nut.

❑ **Scope of Bulletin:**

This bulletin describes the recommended procedure for removal and fitment of the 'staked' type hub nut.

❑ **Procedure for service:**

IMPORTANT NOTE: Before carrying out any work on the axle ensure that all procedures used are in full accordance with the relevant Service Manual and Health & Safety instructions.

1. Lift the road wheels off the ground.
2. Remove the axle shaft.
3. Using a suitable tool (e.g. small chisel) remove the staking from the nut.



Note: Care should be taken not to drive the tool in deeper than the staked area of the nut as this could damage the threads of the nut (see photograph below).



NO.:	SB134-12	ISSUE NO.:	1
DATE:	13/06/12	SHEET:	2 of 3

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This photograph shows hub nut thread damaged during removal of the staking.

4. Relax the torque on the hub nut. **DO NOT USE AN AIR WRENCH!**
Note: If the hub nut does not rotate under the weight of the torque wrench or socket bar - STOP!
This may be because the threads under the nut are damaged and by trying to remove it further damage will be caused to the axle spindle threads.
5. Remove the hub nut **if it can be unscrewed easily.**

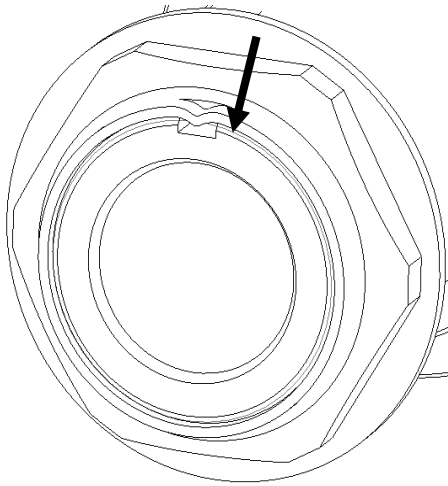
Or alternatively,

6. If the hub nut **cannot be unscrewed easily** the nut should be 'split'. **DO NOT ATTEMPT TO UNSCREW IT BY FORCE!**
It is recommended that the nut is 'split' by drilling through it towards the tang washer at 2 points diametrically opposite (180 degrees apart). The nut can then be 'split' using a sharp chisel. Care should be taken not to penetrate the nut completely with the chisel thereby damaging the axle spindle thread.
7. If after removing the nut the thread is found to be damaged it should be cleaned with a suitable thread file or thread chasing tool.
8. When fitting the new nut ensure that it screws onto the thread easily without force. **DO NOT USE AN AIR WRENCH!**
9. **Tighten the new nut to the correct torque i.e. Initial Torque min 360Nm max 400Nm, rotate the rotor & hub 10 revolutions and retorque hub nut to min 950Nm max 1050Nm.**
10. Stake the nut into the keyway using a suitable tool, eg. a blunt chisel or punch. **DO NOT 'OVERSTAKE' THE NUT.**



NO.:	SB134-12	ISSUE NO.:	1
DATE:	13/06/12	SHEET:	3 of 3

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11. Refit the axle shaft as specified in the Elite 2 Repair Manual
12. Lower the road wheels to the ground and check the axle oil level before operating the vehicle.