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September 8, 2004

Kenneth N. Weinstein
Associate Administrator for Safety Assurance (NSA-01)
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RECEIVED
SEP 24 10 25 AM '04
NHTSA

Re: Defect Information Report (FL-424), NHTSA no. 04V-272

Mr. Weinstein:

In accordance with Part 573 of Title 49 of the Code of Federal Regulations, Freightliner LLC herewith submits supplemental defect information and copies of documents distributed to dealers and purchasers.

Please contact me if you have any questions.

Sincerely yours,

Timothy Blubaugh by Kaye Goodman
Timothy Blubaugh

Cc: Michael Mason, CAL-OSHA
DOSH, Legal Unit
10th Floor
455 Golden Gate Avenue
San Francisco, CA 94102

Enclosure

Certified Mail Article Number:
7003 2260 0001 3402 6921

Section 573.6 Defect Information Report
FL-424, NHTSA no. 04V-272
Supplement No.: 1

September 8, 2004

(c) (1) Manufacturer: FREIGHTLINER LLC

P.O. BOX 3849
Portland, Oregon 97208
(503) 745-5219

(c)(2) Vehicles identification:

Model(s) affected: Freightliner Business Class, and Business Class M2, Sterling Acterra,

Manufacture Dates: Sterling Acterra – August 2000 through October 2003

Freightliner Business Class – October 2002 through October 2003

Freightliner Business Class M2 – January 2002 through October 2003

Basis for determining population: 8,000 pound front axles on these model with four piece spindle nut set and Chicago Rawhide oil seals manufactured from January 2000 through a production change made in April 2004.

(c)(3) Total number of vehicles potentially affected: 9,602

(c)(5) Description of the defect: (revised) Excessive force may be required to install the CR oil seal on the spindle. This may deform the seal and cause inconsistent endplay adjustment. Incorrect wheel bearing adjustment may lead to premature bearing wear. If allowed to progress, the front wheel assembly may separate from the vehicle.

(c)(6) Chronology of principal events: In June 2004, Freightliner reviewed additional information provided by the axle manufacturer. It was decided that high seal installation force on the spindle was occurring with the CR seal and could deform the seal. Seal deformation could affect bearing adjustment. Freightliner discontinued using the C.R. Seal in April 2004 and began using an oil seal from another supplier with a different design.

(c)(9) Communications sent to dealers: Posted August 28, 2004 - Attached
Communications sent to owners: Mailed September 7, 2004 - Attached

Subject: Medium Duty Front Axles with Four-Piece Spindle Nut Sets

Models Affected: Specific Freightliner Business Class vehicles manufactured between October 2002 and April 2004, Business Class M2 vehicles manufactured between January 2002 and April 2004, and Sterling Acterra vehicles manufactured between January 2000 and April 2004 with 8,000 lb. or 6,000 lb. front axles and four-piece spindle nut sets.

General Information

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiary, Sterling Truck Corporation, has decided that a defect which relates to motor vehicle safety exists on the vehicles mentioned above.

There are approximately 10,000 vehicles involved in this campaign.

Premature front wheel bearing wear may be caused by inconsistent bearing endplay adjustment due to the excessive installation force required to install the hub oil seal on the spindle. If allowed to progress, the front wheel assembly may separate from the vehicle, resulting in a possible vehicle crash without prior warning.

The front axle oil seals and hub cap gaskets on both sides will be replaced.

Additional Repairs

Dealers must complete all outstanding recall and field service campaigns prior to the sale or delivery of a vehicle. A Dealer will be liable for any progressive damage that results from its failure to complete campaigns before sale or delivery of a vehicle.

Owners may be liable for any progressive damage that results from its failure to complete campaigns within a reasonable time after receiving notification.

Work Instructions

Please refer to the attached work instructions. Prior to performing the campaign, check the vehicle for a completion sticker (Form WAR260).

Replacement Parts

Replacement kits are now available and can be obtained by ordering the kit number(s) listed below from your facing Parts Distribution Center.

If our records show your dealership has ordered any vehicles involved in campaign number FL424A, a list of the customers and vehicle identification numbers will be available on AccessFreightliner.com. Please refer to this list when ordering parts for this recall.

Table 1 - Replacement Kits for FL424A

Campaign Number	Kit Number	Part Description	Part Number	Qty. per Kit	Suggested Wholesale*
FL424A	25-FL424-000	Seal	NA 370150A	2 ea	\$46.10 U.S. \$65.50 CAN
		Hub Cap Gasket	CHR 453868	2 ea	
		Completion Sticker	WAR260	1 ea	

* Please charge all Direct Warranty Customers the above-listed price for the kit, as they are authorized to perform their own Recalls.

Table 1

Recall Campaign

August 2004
 FL424A
 NHTSA #04V-272

Removed Parts

Please follow Warranty Failed Parts Tracking shipping instructions for the disposition of all removed parts.

Labor Allowance

Table 2 - Labor Allowance.

Campaign Number	Procedure	Time Allowed (hours)	SRT Code	Damage Code
FL424A	Replace front axle wheel oil seals and hub cap gaskets on both sides	1.7	996-0591A	000-Modifiedx

Table 2

IMPORTANT: When the recall has been completed, locate the base completion label in the appropriate location on the vehicle, and attach the red completion sticker provided in the recall kit (Form WAR260). If the vehicle does not have a base completion label, clean a spot on the appropriate location of the vehicle and first attach the base completion label (Form WAR259). If a recall kit is not required or there is no completion sticker in the kit, write the recall number on a blank sticker and attach it to the base completion label.

Claims for Credit

You will be reimbursed for your parts, labor, and handling by submitting your claim through the Warranty system within 30 days of completing this campaign. Please reference the following information in QuickClaim®:

- Claim type is **Recall**.
- In the FTL Authorization field, enter the campaign number and appropriate condition code (**FL424A**).
- In the Primary Failed Part Number field, enter **25-FL424-000**.
- In the Parts field, enter the appropriate kit number(s) as shown in the Replacement Part Table.
- In the Labor field, first enter the appropriate SRT from the Labor Allowance Table. For administrative time, enter SRT 939-0010A for 0.3 hours.
- **Reimbursement for Prior Repairs.** When a customer asks about reimbursement, please do the following.
 - Accept the documentation of the previous repair.
 - Make a brief check of the customer's paperwork to see if the repair may be eligible for reimbursement. (See the "Copy of Owner Letter" section of this bulletin for reimbursement guidelines for this recall.)
 - Contact the Warranty Campaigns Department for a decision and authorization number.
 - Include the approved amount on your claim in sublet/outside purchases.
 - In the claim story, first note the authorization number and that the claim includes a reimbursement request.
 - Retain the documentation and provide it to Warranty Campaigns or Claims Processing if requested.
 - When your claim is paid, reimburse the customer the appropriate amount.
 - If Freightliner LLC denies a customer's request for reimbursement, the amount will be denied on your claim with a message stating this, and Freightliner LLC will send a letter to the customer with the reason(s) for the denial.

Recall Campaign

August 2004
FL424A
NHTSA #04V-272

NOTE: ServicePro®/Service Advisor® must be viewed prior to performing the recall to ensure the vehicle is involved and the campaign has not been previously completed. Also, check for a completion sticker prior to beginning work.

Contact the Warranty Campaigns Department at (800) 547-0712, from 7:30 a.m. to 4:30 p.m. Pacific Time, Monday through Friday, Web inquiry at AccessFreightliner.com / Support / Submit an Inquiry, or the Customer Assistance Center at (800) 385-4357, after normal business hours, if you have any questions or need additional information.

To return excess kit inventory related to this campaign, U.S. dealers must submit a Parts Authorization Return (PAR) to the Memphis PDC. Canadian dealers must submit a PAR to their facing PDC. All kits must be in resalable condition. PAR requests must include the original purchase invoice number.

The letter notifying vehicle owners is included for your reference.

Please note that the National Traffic and Motor Vehicle Safety Act, as amended (49 USC), requires the owner's vehicle(s) be corrected within a reasonable time after parts are available to you. The Act states that failure to repair a vehicle within 60 days after tender for repair shall be prima facie evidence of an unreasonable time. However, circumstances of a particular situation may reduce the 60 day period. Failure to repair a vehicle within a reasonable time can result in either the obligation to (a) replace the vehicle with an identical or reasonably equivalent vehicle, without charge, or (b) refund the purchase price in full, less a reasonable allowance for depreciation. The Act further prohibits dealers from selling a vehicle unless all outstanding recalls are performed. Also, any lessor is required to send a copy of the recall notification to the lessee.

Finally, the Act states that a remedy need not be provided without charge if the vehicle was bought by the first purchaser more than ten (10) calendar years before notice is given.

Recall Campaign

August 2004
FL424A
NHTSA #04V-272

Copy of Letter to Owner

Subject: Medium Duty Front Axles with Four-Piece Spindle Nut Sets

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act and the Canadian Motor Vehicles Safety Act.

Freightliner LLC, on behalf of its Freightliner Trucks Division and its wholly owned subsidiary, Sterling Truck Corporation, has decided that a defect which relates to motor vehicle safety exists on specific Freightliner Business Class vehicles manufactured between October 2002 and April 2004, Business Class M2 vehicles manufactured between January 2002 and April 2004, and Sterling Acterra vehicles manufactured between January 2000 and April 2004 with 8,000 lb. or 6,000 lb. front axles and four-piece spindle nut sets.

Premature front wheel bearing wear may be caused by inconsistent bearing endplay adjustment due to the excessive installation force required to install the hub oil seal on the spindle. If allowed to progress, the front wheel assembly may separate from the vehicle, resulting in a possible vehicle crash without prior warning.

The front axle oil seals and hub cap gaskets on both sides will be replaced.

As stated in the terms of your express limited warranty, Freightliner LLC will not pay for any damage caused by failure to properly maintain your vehicle. Freightliner LLC considers the work necessary under this campaign to be proper maintenance and will, therefore, not pay for any damage to your vehicle caused by your failure to have the repairs that are the subject of this campaign performed in a reasonable time.

Repair kits are now available for authorized dealers to order. Contact your authorized dealer to arrange to have your vehicle(s) modified and to assure that parts are available at the dealer.

When you contact your dealer, refer to campaign number **FL424A**. Once kit(s) are received at the dealership, the modification will take approximately two hours and will be performed at no charge to you.

IMPORTANT: When the recall has been completed, please ensure that a label has been affixed to your vehicle referencing **FL424A**.

If you do not own the vehicle that corresponds to the identification number(s) which appears on the Recall Notification, please return the notification to the Warranty Campaigns Department with any information you can furnish that will assist us in locating the present owner. If you have leased this vehicle, please make sure this notification is immediately forwarded to the lessee. If you have paid to have this recall condition corrected prior to this notice, you may be eligible to receive reimbursement. Please see the reverse side of this notice for details.

If you are not able to have the defect remedied without charge and within a reasonable time, which is not longer than 60 days after you tender the vehicle for repair, please contact the Warranty Campaigns Department at (800) 547-0712, 7:30 a.m. to 4:30 p.m. Pacific Time Monday through Friday, e-mail address WarrantyCampaigns@freightliner.com, or the Customer Assistance Center at (800) FTL-HELP or (800) STL-HELP, after normal business hours. You may also wish to submit a complaint to the Administrator, National Highway Traffic Safety Administration, 400 7th Street S.W., Washington, D.C. 20590, or phone (888) 327-4236. If your vehicle is involved in the Canadian portion, you may wish to notify the Manager, Recall and Public Compliance, Road and Motor Vehicle Traffic Safety Branch, Transport Canada, Ottawa, Ontario, or phone (613) 993-9851.

We regret any inconvenience this action may cause but feel certain you understand our interest in motor vehicle safety.

WARRANTY CAMPAIGNS DEPARTMENT

Enclosure

Reimbursement to Customers for Repairs Performed Prior to Recall

If you have already **paid** to have this recall condition corrected you may be eligible to receive reimbursement.

Requests for reimbursement may include parts and labor. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized Freightliner LLC dealer. The following documentation must be presented to your dealer for consideration for reimbursement.

Please provide original or clear copies of all receipts, invoices, and repair orders that show:

- The name and address of the person who paid for the repair.
- The Vehicle Identification Number (VIN) of the vehicle that was repaired.
- What problem occurred, what repair was done, when was the repair done.
- Who repaired the vehicle.
- The total cost of the repair expense that is being claimed.
- Proof of payment for the repair (such as the front and back of a cancelled check or a credit card receipt).

Reimbursement will be made by check from your Freightliner LLC dealer. If your claim is denied, you will receive a letter from Freightliner LLC with the reason(s) for the denial.

Please speak with your Freightliner LLC authorized dealer concerning this matter.

Recall Campaign

August 2004
FL424A
NHTSA #04V-272

Work Instructions

Subject: Medium Duty Front Axles with Four-Piece Spindle Nut Sets

Models Affected: Specific Freightliner Business Class vehicles manufactured between October 2002 and April 2004, Business Class M2 vehicles manufactured between January 2002 and April 2004, and Sterling Acterra vehicles manufactured between January 2000 and April 2004 with 8,000 lb. or 6,000 lb. front axles and four-piece spindle nut sets.

Oil Seal and the Hub Cap Gasket Replacement

1. Park the vehicle on a level surface. Shut down the engine, set the parking brake, and chock the tires.
2. Check the base label (Form WAR259) for a completion sticker for FL424 (Form WAR260) indicating this work has been done. The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch.

If a completion sticker is present, no further work is needed.

If there is no completion sticker, go to the next step.

3. Raise the front of the vehicle just enough to take the weight from the wheels, but with the tires still touching the ground.
4. Loosen the wheel nuts.

WARNING

Use safety stands to support the vehicle. Never work under a vehicle that is supported only by jacks. Jacks can slip, causing the vehicle to fall, which could result in serious injury or death.

5. Raise the vehicle until the tires clear the ground and support it with safety stands.
6. Remove the tire-and-wheel assemblies from the vehicle.

HUB REMOVAL

NOTE: See Fig. 1 for this procedure.

WARNING

Wear a respirator at all times when working around the brakes. Breathing brake lining dust (asbestos or non-asbestos) could cause lung cancer or lung disease. OSHA has set maximum levels of exposure and requires workers to wear an air purifying respirator approved by MSHA or NIOSH.

1. To minimize the possibility of creating airborne brake lining dust, clean the dust from the brake drum, brake backing plate, and brake assembly using an industrial-type vacuum cleaner equipped with a high-efficiency filter system. Using a rag soaked in water and wrung until nearly dry, remove any remaining dust. Do not use compressed air or dry brushing to clean the brake assembly.
2. Remove the brake drum (air brakes) or brake caliper (hydraulic brakes). For instructions, see **Group 42** of the applicable vehicle service/workshop manual.

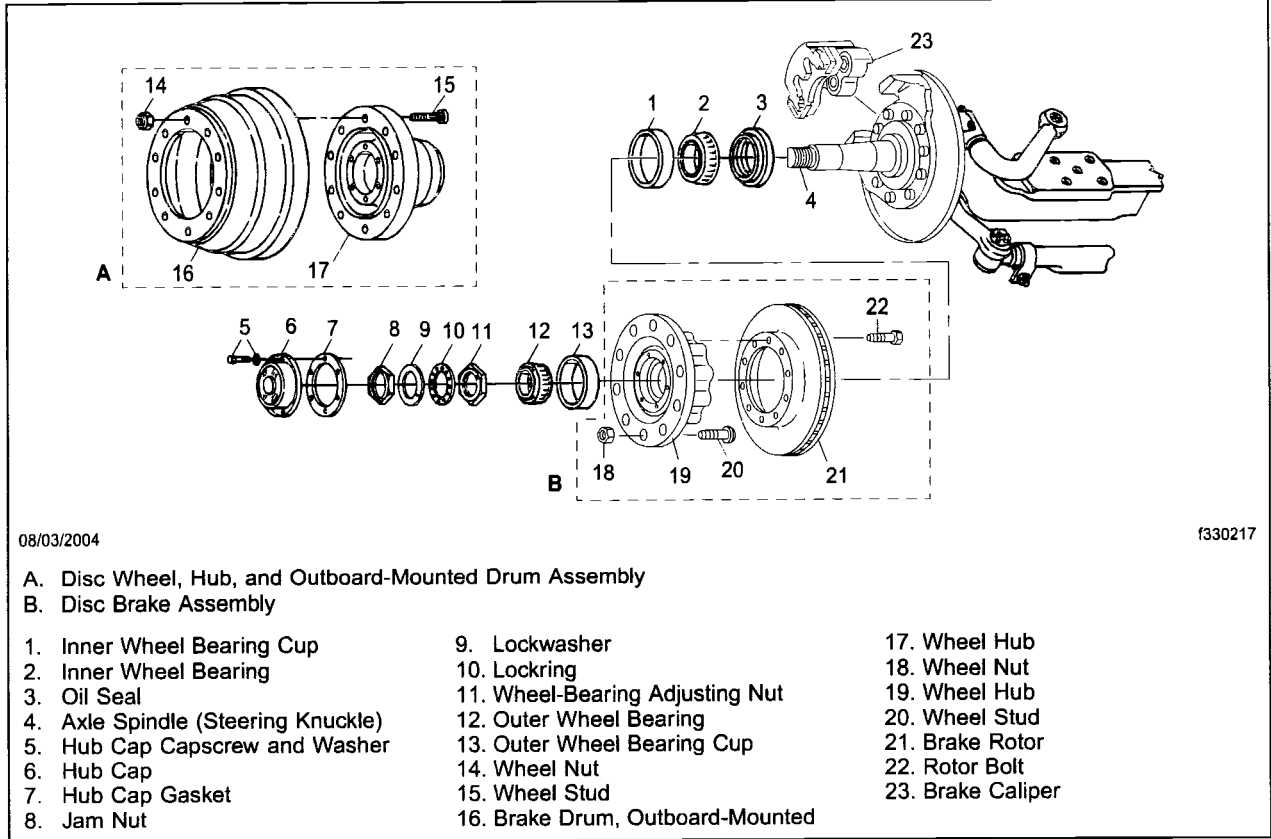


Fig. 1, Typical Front Axle Assembly

3. Drain the hub oil.
4. Remove the hub cap.
5. Remove the jam nut, lock washer, and lockring. See Fig. 2.
6. Back off the wheel-bearing adjusting nut about two turns or enough to allow the weight of the hub to be lifted from the wheel bearings.
7. Lift the hub until all weight is removed from the wheel bearings and remove the adjusting nut.
8. Move the hub about 1/2 inch (13 mm) to jar loose the outer wheel bearing (allow the hub-only assembly to rest on the axle spindle; be careful not to damage the axle spindle threads).
9. Remove the outer wheel bearing and retain it for reinstallation.

⚠ CAUTION

On vehicles equipped with WABCO ABS, use care when handling the hubs. The ABS tone wheel is permanently pressed onto the hub and cannot be repaired. The tone wheel and the hub must be replaced as a unit if either is damaged. To prevent damage to the tone wheel, do not drop the hub or lay it down in a way that would damage the tone wheel.

Recall Campaign

August 2004
 FL424A
 NHTSA #04V-272

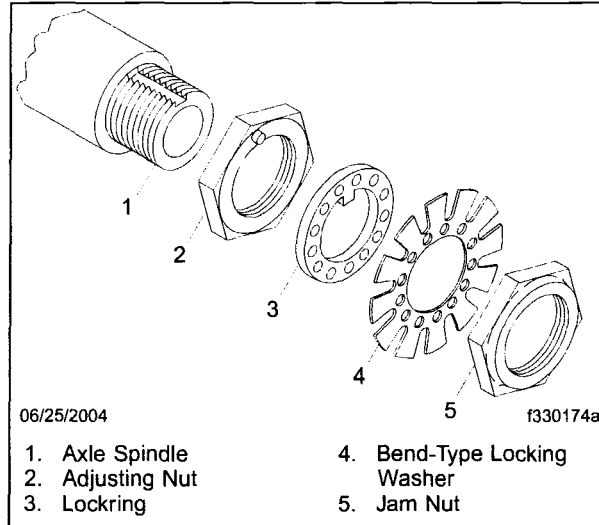


Fig. 2, Axle With Jam Nut and Lockring

10. Remove the hub from the axle spindle. Be careful not to damage the axle spindle threads as the assembly is removed.
11. Remove the oil seal from the hub or axle spindle, as applicable, and discard.
12. Inspect the hub chamfer and bore for burrs, nicks, roughness, deep scratches, and other imperfections. Clean any imperfections with an emery cloth. Wipe the surface clean.

HUB INSTALLATION

WARNING

Wear a respirator at all times when servicing the brakes, continuing through installation of the wheels. Breathing brake lining dust (asbestos or non-asbestos) could cause lung cancer or lung disease. OSHA has set maximum levels of exposure and requires workers to wear an air purifying respirator approved by MSHA or NIOSH.

1. Inspect and clean the axle components following the instructions in the *Business Class® M2 Workshop Manual, Subject 33.01.110*, the *Business Class® Service Manual, Subject 33.01.110*, or the *Acterra® Workshop Manual, Subject 33.01.130*.

CAUTION

When coating the bearing assemblies with oil, do not use old oil, which could be contaminated with dirt or water. Both are corrosives and could damage the wheel bearings and hub.

2. Coat the bearings with fresh oil. For lubricant specifications, see **Table 3**.

Lubricant Type	Condition	Lubricant SAE Viscosity Grade
Synthetic Drive Axle Lubricants or Equivalent with Military Specification MIL-L-2105D	Over the Road Service	75W-90

Table 3, Lubricant Specifications

3. Wipe a film of axle oil on the axle spindle to prevent rust from forming behind the inner wheel bearing.
4. Install the new oil seal from the kit.

NOTE: The oil seals in the kit are National[®] oil seals. Special installation tools for these seals are available from the PDCs. See Fig. 3.

- 4.1 Put a light coating of gear oil on the inner and outer surfaces of the new oil seal.
- 4.2 If using a press, put the hub onto a centering fixture, inboard side up.
If you are manually installing the oil seal, make sure the hub is on a firm, level surface (inboard side up).
- 4.3 Install the adapter plate and bearing pilot onto the steel handle using the hexnut and washers provided. See Fig. 3.
- 4.4 Put the oil seal onto the adapter plate, making sure the words "Air Side" on the oil seal are facing the adapter plate surface.
- 4.5 Making sure the oil seal is aligned straight with the hub bore, install it into the hub. See Fig. 4.
- 4.6 If using a press, press the oil seal into the hub.
If manually installing the seal, strike the end of the installation tool with a heavy mallet. Continue striking until the sound changes.
- 4.7 Wipe off any excess oil from the face of the oil seal.

NOTE: When the oil seal is correctly installed in the hub bore, the face of the seal (the side with the words "Air Side") should be flush with the face of the hub.

⚠ CAUTION

On vehicles equipped with WABCO ABS, use care when installing the hubs. The ABS tone wheel is permanently pressed onto the hub and cannot be repaired. The tone wheel and the hub must be replaced as a unit if either is damaged. To prevent damage to the tone wheel, do not drop the hub or lay it down in a way that would damage the tone wheel.

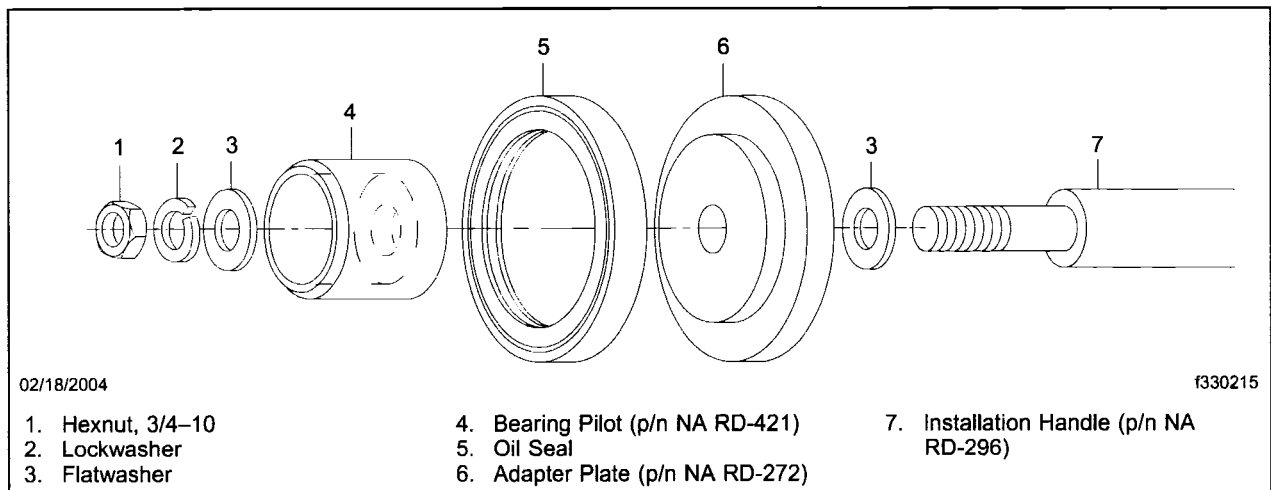
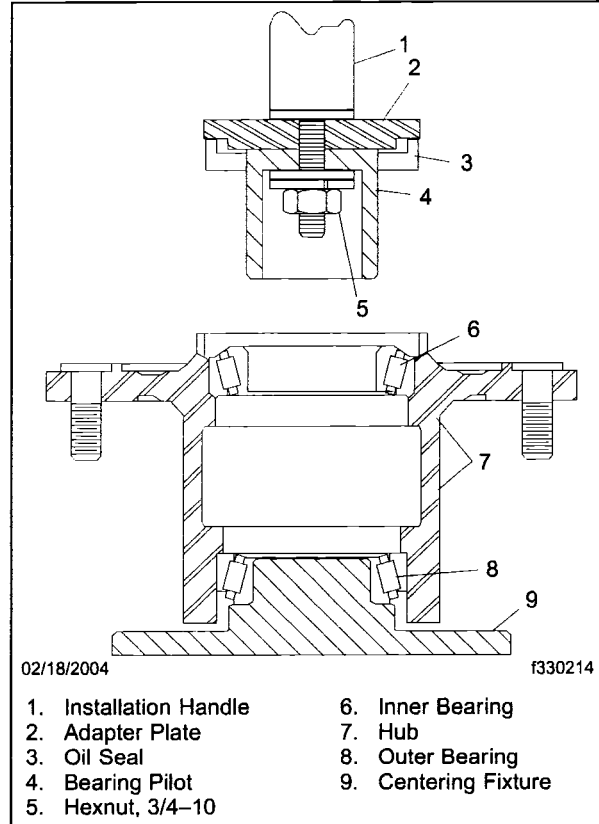


Fig. 3, National Oil Seal and Installation Tools

Recall Campaign

August 2004
 FL424A
 NHTSA #04V-272



**Fig. 4, Installing the National Oil Seal Into the Hub
 (cross-sectional view)**

5. Fill the hub bore with about 6 oz. (175 ml) of approved oil. See **Table 3** for approved lubricants.
6. Carefully mount the hub onto the axle spindle. Be careful not to unseat the inner wheel bearing or oil seal.
7. Reinstall the outer wheel bearing. Handle the bearing assembly with clean, dry hands. Use care not to damage the bearing while seating it in the cup. Remove the friction tape from the axle spindle threads.

⚠ WARNING

Follow the wheel-bearing adjustment and checking instructions exactly. If the wheel-bearing end play is not correct, the wheel bearings could fail. This could cause the loss of the wheel and hub assembly, resulting in an accident causing serious injury or property damage.

8. Install the wheel-bearing adjusting nut. See **Fig. 2**. Finger-tighten the nut. Adjust the bearings.

IMPORTANT: For vehicles with air brakes, be sure there is sufficient clearance between the brake shoe and the brake drum, so brake shoe drag will not interfere with bearing adjustment.

 - 8.1 After the wheel hub and bearings are assembled on the spindle, tighten the inner (adjusting) nut 100 lbf-ft (136 N·m) while rotating the wheel hub assembly.
 - 8.2 Loosen the nut completely and then tighten it 20 lbf-ft (27 N·m).

8.3 Back off the inner nut 1/3 turn.

8.4 Install the locking device (bend-type locking washer and a lockring) and the jam nut. See Fig. 2.

Tighten the jam nut 200 to 300 lbf-ft (271 to 407 N·m).

IMPORTANT: Do not adjust the wheel bearings with the wheel mounted on the hub. Bearing end play cannot be accurately adjusted or measured with the wheel mounted on the hub.

8.5 With the jam nut installed and tightened, attach a dial indicator to the hub and set the point of the indicator in line with the end of the axle spindle. See Fig. 5.

NOTE: If equipped with aluminum hubs and air brakes, it may be necessary to install the brake drum onto the hub to provide a steel base for the magnet of the dial indicator. Mount the drum on the hub's drum pilot. Adjust the brake or have someone apply the brakes to hold the drum secure. Secure the drum using the stud at the 12 o'clock position. Then secure the studs at about the 4 o'clock and 8 o'clock positions.

If using a stud-piloted hub and a steel drum, install 1-1/4 inch washers between the nuts and the drum.

8.6 If the brakes were used to hold the drum during installation, release them.

Grip the sides of the hub at the 3 o'clock and nine o'clock positions. Push the hub (and drum, if applicable) to seat the inboard bearing set. Zero the dial indicator.

Grip the sides of the hub at the 3 o'clock and 9 o'clock positions. Pull the hub (and drum, if applicable). Read the dial indicator and note the end play.

Push the hub back in to confirm that the needle of the dial indicator returns to zero.

IMPORTANT: The end play must be between 0.001 and 0.005 inch (0.025 and 0.127 mm). This is crucial to the life of the wheel bearings.

9. If the wheel-bearing end play is correct, go to the next step.

If the end play is not within the correct range, remove the jam nut and locking device and back off or tighten the inner (adjusting) nut to adjust the end play.

IMPORTANT: Keep the following in mind:

Turning the inner nut one lockring hole will change the end play about 0.005 inch (0.127 mm). If you take the lockring off and reverse it, then turn the inner nut to the next hole. This will change the end play about 0.0025 inch (0.0635 mm).

Install the locking device and jam nut as described earlier and measure the end play. If the end play is not between 0.001 and 0.005 inch (0.025 and 0.127 mm), readjust the inner (adjusting) nut.

10. When the wheel-bearing end play is correct, bend the bend-type locking washer as applicable to lock the jam nut and/or adjusting nut in place.

11. Rotate the hub in both directions. It should turn freely with no dragging or binding.

12. Place the hub cap and a new gasket in position and install the washers and capscrews. Tighten the capscrews 20 to 30 lbf-ft (27 to 41 N·m).

WARNING

Failure to add oil to the wheel hub after the hub has been serviced will cause the wheel bearings to overheat and seize during vehicle operation. Seized bearing rollers can cause sudden damage to the tire or axle, possibly resulting in personal injury due to loss of vehicle control.

13. Fill the hub cavity with approved oil. See Table 3 for approved lubricants.

Recall Campaign

August 2004
 FL424A
 NHTSA #04V-272

- 13.1 Turn the hub until the drain/fill plug on the hub cap is at the top of the hub.
 - 13.2 Remove the drain/fill plug and put a funnel into the hole.
 - 13.3 Add enough oil (about 2 oz or 60 ml) to the hub to bring the level up to the bottom of the vent cap. See Fig. 6.
 - 13.4 Install the drain/fill plug and rotate the hub several times to distribute the oil.
 - 13.5 Once the oil level has stabilized in the hub cap, check the level in the window and if needed, add enough oil to bring the level up to the bottom of the vent plug. See Fig. 6.
 - 13.6 Let the hub sit for about 30 minutes then check the oil level again. Add oil as needed.
14. Install the brake drum or caliper onto the wheel hub. See **Group 42** of the applicable vehicle service/workshop manual for instructions.
 15. Install the wheel-and-tire assembly. See **Group 40** in the applicable vehicle service/workshop manual for instructions.

⚠ WARNING

If the wheel nuts cannot be tightened to minimum torque values, the wheel studs have lost their locking action, and the wheel hub flange is probably damaged. In this case, replace it with a new wheel hub assembly. Failure to replace the wheel hub assembly when these conditions exist could result in the loss of a wheel or loss of vehicle control and possible personal injury and property damage.

16. Adjust the front axle brakes. For instructions, see **Group 42** in the applicable vehicle service/workshop manual for instructions.
17. Remove the safety stands from under the axle and lower the vehicle.

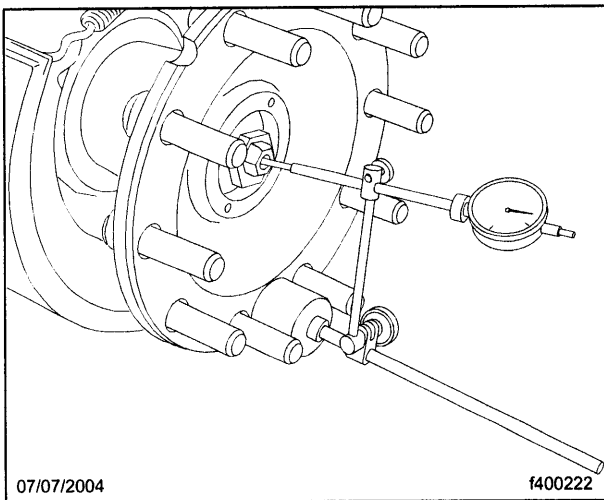
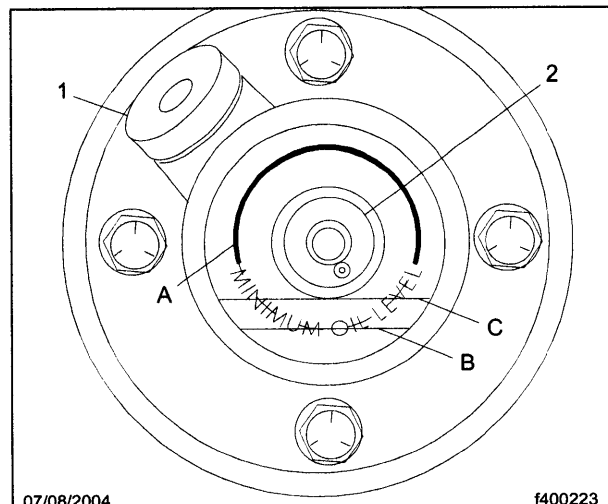


Fig. 5, Using the Dial Indicator



- A. Minimum Oil Level Line
- B. Minimum Oil Level
- C. Normal Oil Level

- 1. Drain/Fill Plug
- 2. Vent Plug

Fig. 6, Hub Oil Levels

Recall Campaign

August 2004
FL424A
NHTSA #04V-272

18. Clean a spot on the base label (Form WAR259). The base label is usually located on the passenger-side door about 12 inches (30 cm) below the door latch. Attach a completion sticker for campaign FL424 (WAR260) to the base label.
19. Remove the chocks from the rear tires.