

Front Wheel Bearing Adjustment

The following is taken from the 1969 Corvair Shop Manual: *The proper adjustment of the front wheel bearings is one of the important service operations that has a definite bearing on safety. A vehicle with improperly adjusted front wheel bearings lacks steering stability, has a tendency to wander or shimmy and may have increased tire wear. Adjustment of these bearings is very critical.*

(Obviously over tightening front wheel bearings would ruin the bearings and races.)

This is an adjustment that most owners can do with the correct tools – you will need an inch pound torque wrench and a 1 inch socket for early cars and a foot pound torque wrench with a 1 1/16 inch socket for late cars and FC. Either torque wrench would work, you have to be creative. Ideally you would have cleaned and packed the wheel bearings and changed seals.

The adjustments outlined in the 1961 shop manual were changed in 1962 and the adjustments outlined in the 1965 shop manual were changed in 1966.

Early Model Adjustments

With the wheel off the ground, remove the dust cap and cotter pin, loosen the adjusting nut, and then torque to 100 inch pounds while rotating the wheel. Back off the adjusting nut one flat and insert the cotter pin. The spindle is drilled both horizontally and vertically and the nuts are slotted on all six sides to aid in close adjustment. You may back off the nut an additional ½ flat if the alignment for the cotter pin is not obtained. If you are not satisfied with your cotter pin line up, you may be able to use an early model Corvair valve spring shim (it was used with the single spring) to perfect the adjustment.

The adjustment for FC models calls for 15 foot pounds while rotating the wheel and then backing off the nut 1 flat. The spindle is too big for using a valve spring shim.

Late Model Adjustments

Late model cars have the speedometer drive insert in the driver's side dust cap and a special clip instead of a cotter pin. The passenger side has the standard dust cap and cotter pin. Remove the pin or clip, loosen the nut and then tighten with a torque wrench to 12 foot pounds while rotating the wheel. Loosen the nut one flat and insert the cotter pin. The late model spindle is also too big for the valve spring shim.

If your dust caps have static suppressors installed, be sure and trim the cotter pin so that it will not tear them up.