

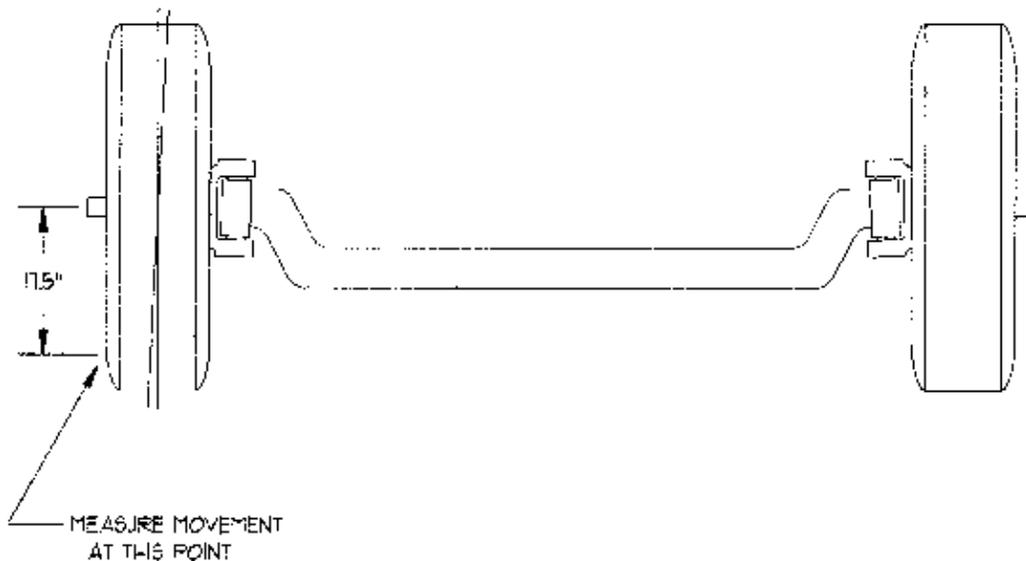
FIX-N-FAX #21-a

CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION

No. 21-A

Date: November 1994

Quick Check for Kingpin/Bushing Wear



Everyone knows worn King pins and Bushings can accelerate tire wear. The reason is that this condition allows camber to vary from its optimal setting as the vehicle is operated. The folks at Spicer Heavy Axle & Brake Div., Dana Corp., Fort Wayne, Ind., offer the following method of detecting excessive king/pin bushing wear:

Procedure:

1. Raise the front wheels off the floor and support the axle at the outer ends so it can't rock/move.
2. Adjust wheel bearings to zero tolerance (no end play).
3. Use a pedal jack (or an assistant) to hold the brakes so the front wheels can't rotate.
4. Mark the tire at a 17.5 inch radius, straight down from the hub center.

5. With a dial indicator against the tire mark, push inward at the top of the tire. If more than 3/8 inch movement is observed, new kingpin/bushing kits must be installed.
6. Before axle stands are removed, adjust wheel bearings to manufacturer's specifications.

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