

## Front Wheel Bearing packing and replacement



Take your spindle assembly off and clean it up a bit.



Using some cheap-ass snap ring pliers from Harbor Freight, remove the rear snap ring. These pliers keep bending on me, but if I bend them back they still seem to work fine. :shrug:



Move the assembly to the cheap-ass press from Harbor Freight and suspend it up to have enough room to press the hub out. Use a socket slightly smaller than the diameter of the hub as a tool. Yeah, it looks like it's about to implode... It doesn't tho.



Ta da! Sometimes the inner race of the bearing will stay with the hub when you press it out. If you're re-using your hub you'll need to use a puller to take it off. Mine came off cleanly. Take off the 3 10mm bolts holding the dust shield off and the second (outer) snap ring off now.



Back to the press. Use something larger to push the whole bearing assembly out. You want it to distribute the pressure on the whole bearing. I have an old axle nut from an american car that I use. It's huge.



Ta da! (again). Your spindle is nekkid.



I clean up the inside with a little emery paper and some wd-40. Put the outside snap ring back in.



To re-pack your **new** bearings, pry off the dust shields carefully with a small screwdriver. Post a thread about the weird name of your bearings.





This is my homemade bearing packer. I made this sometime in the 90's after reading that Greg Raven book. I brought a bearing to Home Deopt and got some washers, zerk fittings and a thru bolt to make it.



Here's the front, assembled on a bearing (with the shields removed!)



Here's the rear. Pretty high-tech, huh?



I have my grease gun filled with a Mobil Synthetic cartridge. It's got anti-wear additives and such. I've used Swepeco and Redline in the past as well. Just start pumping it into a fitting until the stock-fill grease comes out and you are getting new, clean grease.



Yum. Reminds me of a pic of a crashed Harley rider I saw on Ogrish.com once.



Clean the excess off, and carefully push the dust seals back in. Give an unintended-gloved-shocker for good measure.



Clean the bearing up of all the excess grease and stick it in the freezer for a while. This will shrink the metal oh-so-slightly to make it easier to press into the spindle.



I didn't take a pic of me pressing the bearing in... but here it is done and seated against the ring. One end of the bearing has a bevel on it. It's pretty obvious. Put that part in the spindle first and use your old bearing shell as the installation tool. Use some WD-40 as a lube. If you line up everything nice and straight, it slides in easily.





Put the rear snap ring back in.



This pic is showing (poorly) a large socket that is the same diameter as the inner race. You need to support this inner race for installing the hub. If you don't support it well, you **WILL** destroy your brand new bearing. NFG.



Put your dust cover back on.



Back to the freezer. Insert hub. Enjoy a beer on sunny January AZ day.



Note the large socket on the bottom supporting the inner race. Remember, it's important. I used a different socket (not shown) on the top of the hub to press it in.

