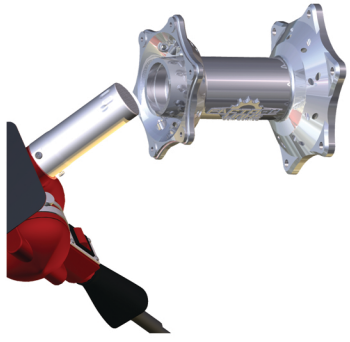
WHEEL BEARINGS INSTALLATION

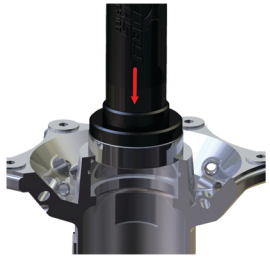


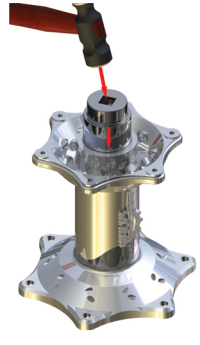
1. Heat up the hub above 100°F using a heat gun.

2. Apply a light coat of grease on the outer side of bearing

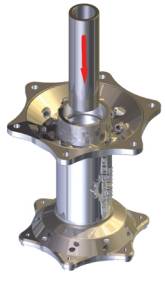


3. Insert the bearing into the hub.



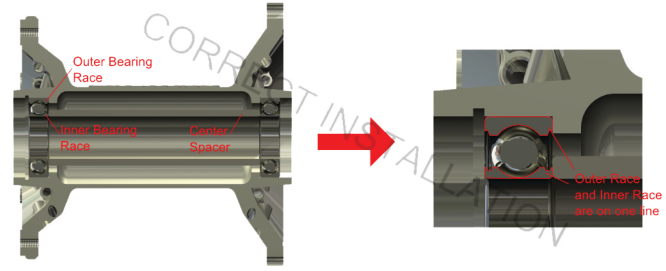


5. You may use a socket with the same outer diameter as bearing in case the suitable bearing driver is not available, .

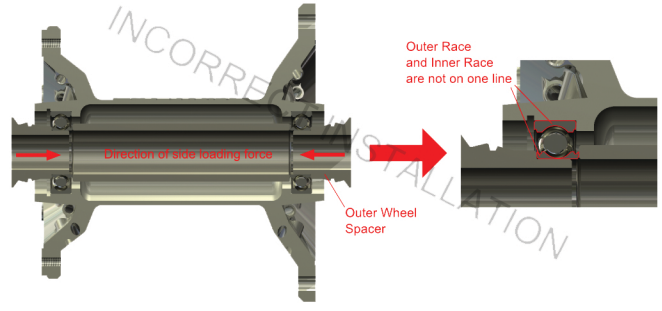


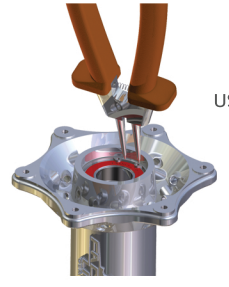
6. Once the first bearing is installed, insert the inner spacer inside the hub.

7. The same way as first one, insert the second bearing into the hub. Drive the second bearing in, until the inner race touches the center spacer.

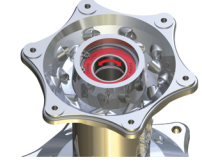


Fully seated the second bearing may cause both bearings to become side loaded causing premature failure





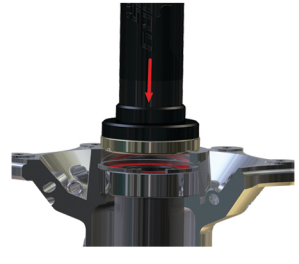
8.Install the retainer ring into the hub using the circlip pliers.



9. After the retainer ring has been installed. Check the bearing to see if they spin smoothly and easy.



10. Apply a light coat of grease on the lips of the seal.

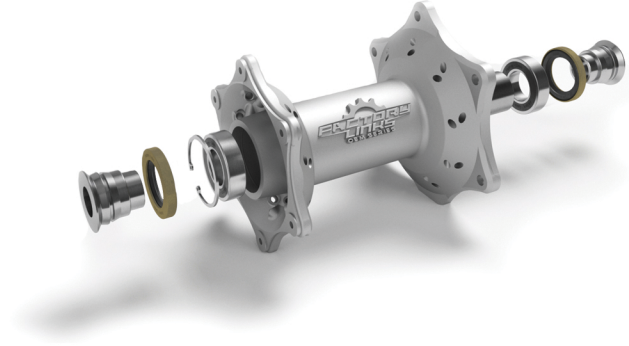


11. Press the seal in (manufacturer markings facing out) using a suitable bearing driver. Driver must have the same outer diameter as the seal. Drive the seal up until it becomes flush with the hub.

12. You may use a socket with the same outer diameter as the seal. If the suitable bearing driver isn't available.

FACTORY LINKS OEM SERIES

WHEEL SERVICE GUIDELINES



Thank you for your purchase of Factory-Links bearing kits.

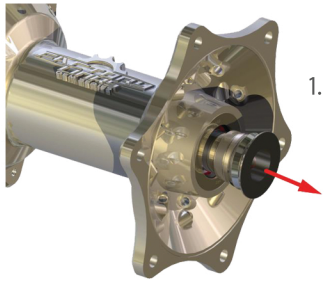
www.Factory-Links.com

Important: In order to reach the optimum longevity of this kit, please follow these

YOUR BENEFITS



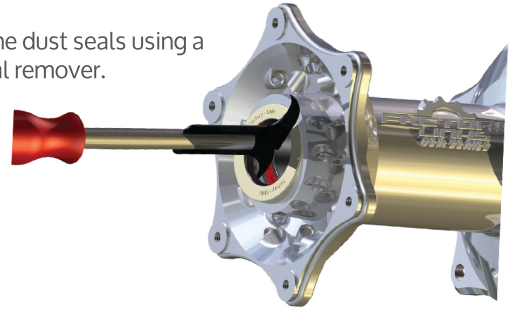
WHEEL BEARINGS REMOVAL



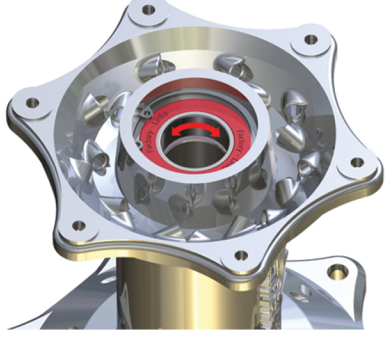
1. Remove both wheel collars by gently praising them out.

2. Inspect collar outer surfaces if they are worn, replace them with new ones.

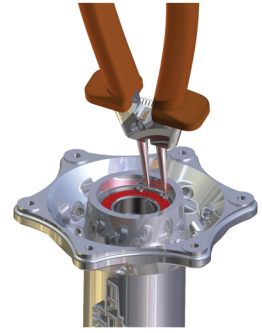
3. Remove the dust seals using a seal remover.



4. If seal remover is not available use a flat blade screwdriver. But be careful not to damage the seat of wheel hub.



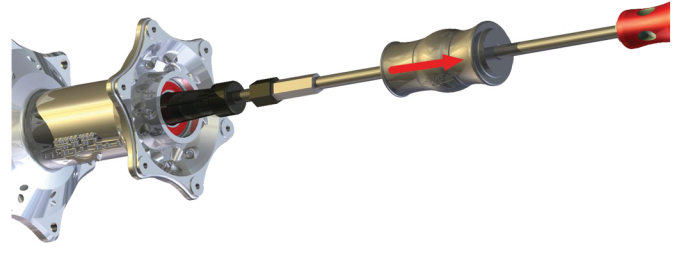
5. After dust seals have been removed, check the bearings. Spin them back and forth using your fingers and if you feel some loose or resistance turning, replace them for the new ones.

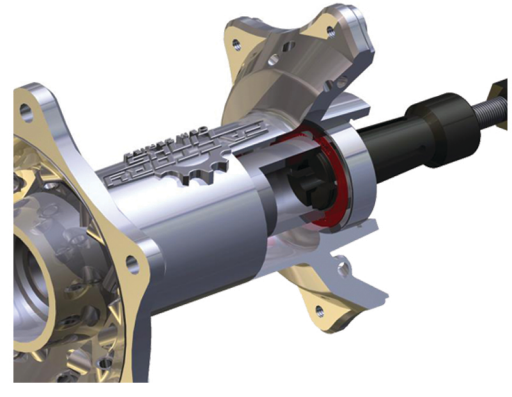




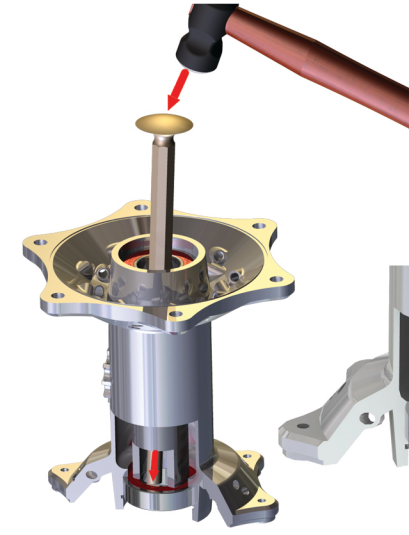
6.Check for any snap ring or bearing retainer and remove it using a pair of circlip pliers.

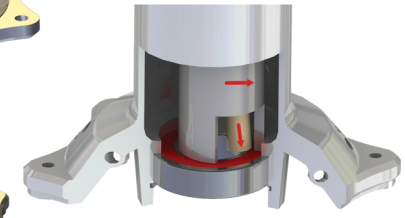
Note: Some bike models use a specific retainer, please check with your user's guide for more infos.





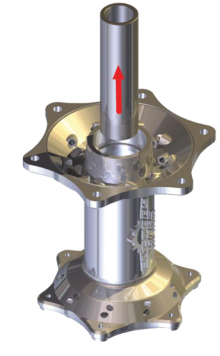
7. Once the snap ring or retainer is removed, start removing the bearing using a slide hammer. Insert the puller inside the bearing and hammer it out.



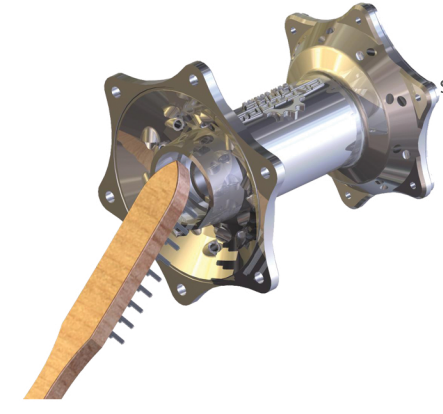


8. Use a long punch and a hammer, when a bearing puller is not available. Insert the punch into the wheel hub and catch the edge of bearing. Hit the punch using a hammer and work around the circumference of the bearing.

Note: The removal process will damage the bearing and must not be reused.



9. After the first bearing is removed, pull out the inner spacer. Inspect and check the bore to make sure the axle can easily pass through it. Also check the ends of the spacer to be sure it doesn't have any burrs or wear traces.



10. After the inner spacer has been removed, remove the other bearing in the same way as first one. After all parts have been removed, clean and inspect inner side of the wheel hub. Remove any dirt and corrosion on it