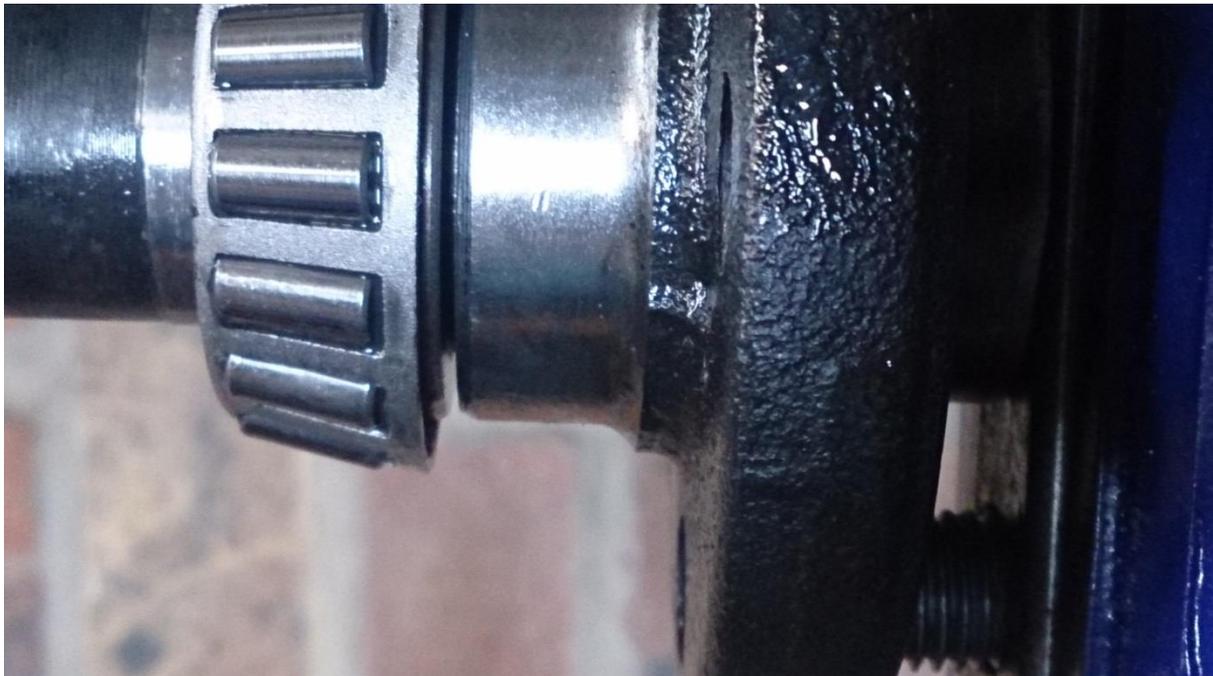


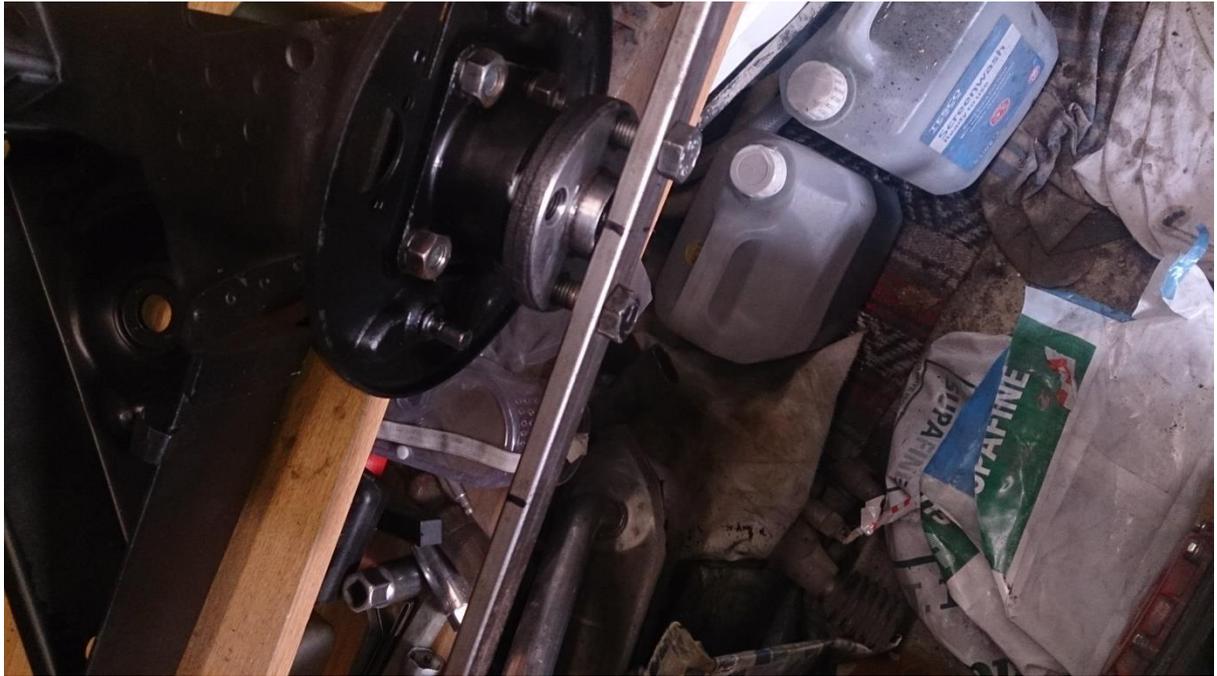
- 4113070 – Circlip (Qty 2)
- 40001740 – Wiper seal (Qty 2)
- 890292 – Spacer
- 4263988 – Collapsible spacer
- 804862 – Needle roller bearing (Qty 2)
- 4111168 – Housing
- 4275826 – Drive hub
- 4304397 – Flexible joint
- 14045471 – Locking nut (Fiat 500 – castellated, Fiat 126 – full nut)
- Not shown – Star washer

- Clean housing ensuring inner surface is smooth.
- Press in outer race of needle bearing into housing ensuring the correct orientation and is fully engaged against shoulder.
- Fit a circlip to each end so it is up against the outer race.
- Press one inner race fully onto drive hub. If bearing sits on radius remove and dress drive hub shaft with wet and dry 400 grade (see attached photo). You want a tight fit onto shaft but not too tight the important part is that the bearing is not sat on radius. Remove bearing.
- Pack housing with bearing grease ensuring outer and inner races are coated. DO NOT over-pack housing, half full should be sufficient.
- Fit bearing inner races and collapsible spacer into housing.
- Fit wiper seal to each end.
- Ensure when spacer is fitted to inner end that it is slightly protruding from wiper seal. This sits on flange on flexible joint to ensure a space between them.

- Fit housing and drive hub together with flexible joint, star washer and nut. Tighten more than hand tight. What you should have now is the hub can spin but there will be up and down movement which will result in play at the wheel. This is because the collapsible spacer is longer than the space needed to tighten the inner races onto the outer races. The theory now is that you merely over-tighten the nut, this will then collapse the spacer. You can then back off the nut and then tighten down to the correct torque. However what I found is that the spacer is not collapsible, I had mine in a very large press and it didn't want to budge! You have two options available. If you have access to a lathe you can remove some material from the middle section of the spacer which will weaken it and allow it to collapse as it should. You can reduce the length of the spacer 0.1mm at a time until preload can be achieved. This is what I did as one was already slightly small so I only had to do one side. It did mean you have to disassemble everything but it worked. If you take the first option I guess you shouldn't need to disassemble it.
- Once you're happy with everything fit all components into rear swingarm and set the preload. This is done by fitting a bar to drive hub face and hanging a 1 lb weight at 4.3 inches from the centre. This should just allow the hub to move. You have two split pin locations so if it is too loose move on to the next split pin location (see attached photos). I urged on the side of applying more torque rather than being loose. I'm assuming once it starts driving everything will get bedded in. I'm going to recheck mine once everything is installed.



Inner race sitting slightly proud



Bar used to check preload. Note centre mark and mark set at 4.3 inches from centre

