

**" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.**

**ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED**

**IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "**

**YOU CAN DO IT EASY UPGRADES**

## 1955-60 TAPERED ROLLER BEARING CONVERSION



*One of the largest improvements you can make to your drum brake classic is the addition of new tapered roller bearings up front to replace the old ball bearings. The tapered rollers will last forever and are far easier to adjust and maintain. This is a simple conversion that will only take a few hours. This conversion can even be done on 100% correct cars, since all modifications will be completely hidden. This installation can also be made on 1961-68 cars as stock replacement of the original drums and bearings.*

### **Part Needed:**

20-75 1955-60 Tapered Bearing Hub Conversion Kit



**Photo #1a & 1b:** Jack up the front of the car and place it on sturdy jack stands. Remove both front wheels. Remove the grease/hub dust covers, spindle cotter pin and spindle nuts. Remove both front wheel hubs and brake drums. Remove the inner bearing races from each spindle.

## **Tools Needed:**

Channel Locks

Pliers

Large Adjustable Wrench

Wheel Bearing Grease

Electric Hand Held Grinder

Floor Jack

Jack Stands

## **Time Frame:**

2 Hours



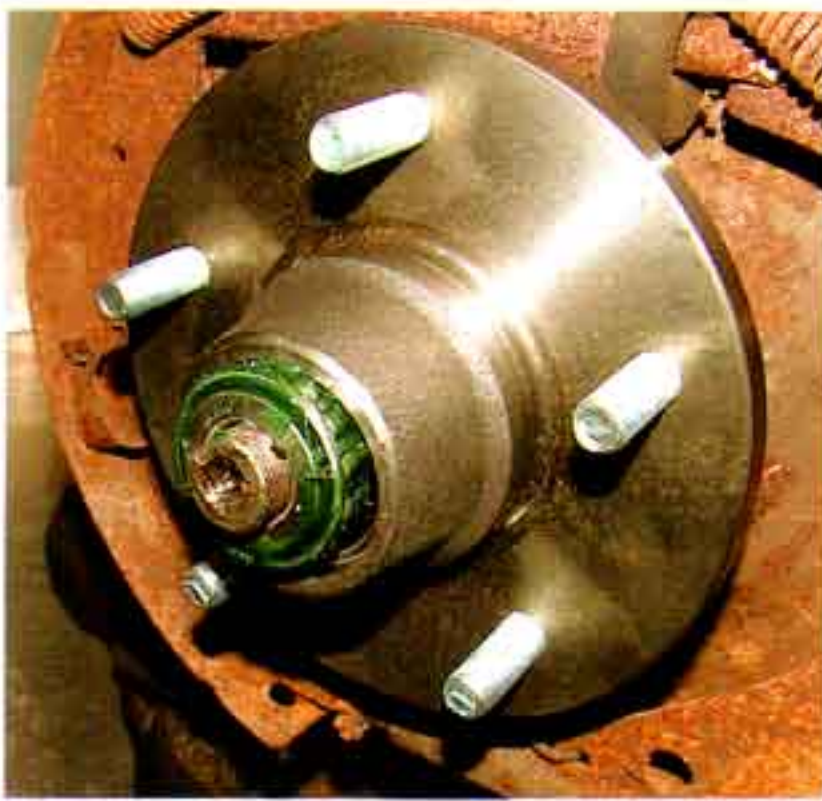
**Photo #2:** Clean all old grease and dirt from the spindle pin. Now would be a good time to inspect the front brake shoes and hardware and replace if needed.



**Photo #3a & 3b:** If you are re-using the brake drums that were removed from the car, they will need to be separated from the original hubs. The original drum and hub assemblies were riveted together with 3 large rivets. Grind the heads off of the rivets flush with the outer surface of the brake drum. Using a large pin punch, drive the remains of the rivets out of the drum until the hub drops out.



**Photo #4a, 4b & 4c:** Drive the new inner and outer races into the new hubs using a hammer and a flat punch. Make certain the races are driven all the way in. Grease and install the large inner roller bearing. Using a flat block of wood and a hammer, drive the inner grease seal in until flush.



**Photo #5a & 5b:** Install the hub and bearing assembly onto the spindle. Pack the outer bearing with grease and install onto the spindle. Install the new spindle washer and reinstall the original spindle nut. Tighten the spindle nut to 12 ft/lbs, back it off just until it aligns with the spindle cotter pin hole. Install the cotter pins and dust covers.



Install the original brake drums or if replacing with new, #20-27 drums. It is not necessary to re-rivet the drums to the new hubs. Adjust the brakes, reinstall the front wheels and take for a test drive. Your classic should now last another 200,000 miles with no front bearing trouble! Good luck. ✓