



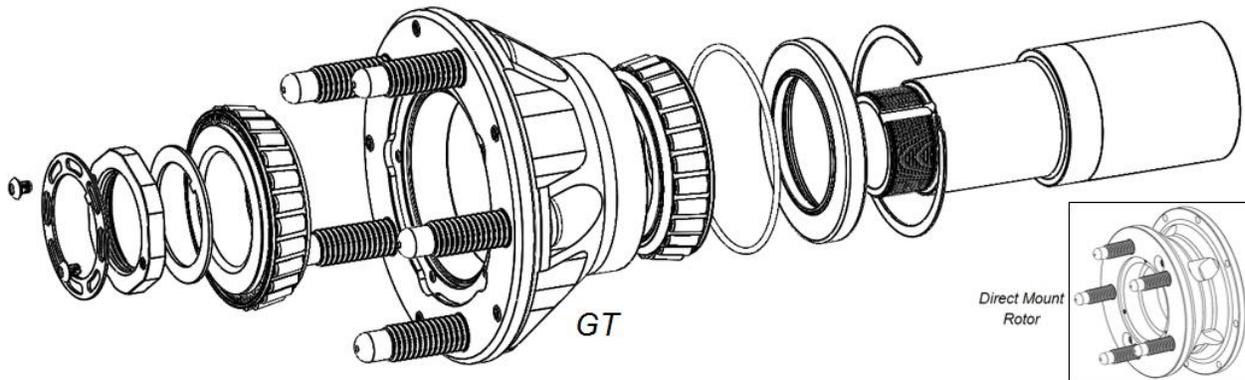
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Howe Hub Installation Instructions

GT Steel – 36569(*pictured*), GT Steel Narrow – 36569N, GT Aluminum – 36569A, GT Aluminum Narrow – 36569AN, Small Five Steel – 36568, Small Five Aluminum – 36558(*thumbnail*), 5x4.75 GT Steel - 36571, 5x4.75 GT Aluminum – 36571A



QTY	Part	Part Number
2	Spindle Nut Screw	21432
1	Spindle Nut Lock Ring	21430
1	Spindle Nut	214
1	Spindle Nut Washer	21431
2	Hub Bearing	20589 or 368A - Timken

1	O-Ring (GT Hub Only)	36576
1	Hub Seal, All but Old Mag W5	21255
1	Hub Snap Ring	21250
1	Gasket (GT Hub Only)	20552
1	Gasket (Small Five Only)	20550
-	Spindle Nut Socket	2142
-	Deep Well Spindle Nut Socket	2144

Steel vs Aluminum Hubs - Steel hubs should last the life of the car with proper maintenance and normal use. Aluminum hubs are strong when new but have a cycle life and will become weaker and worn with use. Aluminum hubs should be replaced every 30 races in the rear and every 16 races in the front, depending on severity of use.

Installation

1. Pack the wheel bearings with high temperature racing wheel bearing grease. The most durable grease that we have found is Schaffer's #238 Moly Supreme or Joe Gibbs grease. We suggest that you use latex gloves when using this grease as it is very difficult to get off of your hands.
2. On the backside of the hub, place a greased wheel bearing into the hub race.
3. On a GT hub, insert the O-ring into the second groove.
4. Push in the hub seal by using a seal driver or an object of similar size. Use a hammer on the seal driver to tap in the seal.
5. Install the snap ring.
6. If using a direct mounted rotor, bolt on the rotor. If using a hat mounted rotor, it can be attached later. (See separate rotor installation instructions.)
7. Place the hub onto the spindle.
8. Slide the other greased bearing over the pin into the race on the front of the hub.
9. Place the spindle nut washer on the pin, aligning the notch with the keyway on the pin.
10. Thread on the spindle nut and use a Howe 2142 spindle nut socket or 2144 deep well socket to torque the wheel bearings. It is critical that the wheel bearings have preload to prevent them from coming loose when they are hot. **Torque the bearings of steel hubs to 45 ft. lbs. Torque Aluminum hubs to 55 ft. lbs. Cars equipped with hat mounted rotors may decrease the torque by 10 lbs.**
11. Place the spindle nut lock ring onto the pin against the spindle nut. Thread the spindle nut screws through the lock ring into the spindle nut. Tighten with an 1/8" Allen wrench.
12. Bolt on your dust cover or drive flange. If attaching a drive flange, insert a gasket in the hub recess in between. For a GT hub use a 20552 gasket. For a non-GT hub use a 20550 gasket.

Warning!

Wheel Bearing Spacer – If you have wheel bearing spacers, they did not come from us. It is best to remove them and give them to a competitor that you do not like. They will give you spongy brakes and poor alignment when the hubs get hot.

Ball Type Wheel Bearing – If you intend to run in a straight line then by all means, install ball bearings in your hubs. But if you plan to go around high-speed corners, stick with tapered bearings.