



# Ford T Tips



*By Douglas Dachenbach*

## Packing a Wheel Bearing:



Before you consider packing a wheel bearing, you must thoroughly clean it. That is if it isn't new. Never mix greases anywhere but especially in your bearings. If the additives to the greases are not compatible, they may form chunks and/or liquid emulsions that interfere with lubrication. To clean the bearing, a couple of rules must be observed. Never use kerosene or diesel fuel as they leave a film that keeps the grease from adhering to the bearing's metal surfaces. Use a commercial parts cleaner or lacquer thinner. Use an air hose to blast any remaining debris from the area between the outer cage and the inner cone. Once the bearing is clean and dry, you are ready to start packing grease into the innards of your bearings. First is to select a "bearing" grease. Find a standard

brand that you can get anywhere and stay with that one brand. Don't buy cheap grease, as the bearing can and will fail when you least can afford a failure (on a tour—far from home). Look for a rating of (GC-LB) and a viscosity of 2. This gives you both a bearing grease and a chassis grease with the highest ratings. I'm using a Mobil 1 Synthetic which is both high temperature and moisture resistant plus designed for high pressure. It is readily available so you don't have to worry about incompatibility problems once you start with clean bearings.

1. Clean your hands or use new latex gloves.
2. Place a golf ball size lump of grease in your hand.
3. Using your opposite hand, push the large end of the bearing cone assembly into the grease. This enables the grease to be forced between the rollers, cage and cone. You will see little jets of grease appear between the roller on the top edge.
4. Rotate bearing until the entire circle is filled. Smear excess grease around the outer surface.

