

Aluminum Hubs

Triumph TR2 - 3 - 4 - 4A - 250 - 6

Installation notes - please read carefully to make sure your hubs work well

These hubs feature more material to eliminate the flex and breakage of the cast iron hubs in the area between the rotor and wheel flanges. They also feature larger inboard and outboard bearings, with larger outside diameter, larger and longer rollers, but the same inside diameter, allowing for mounting on the stock spindles. The stock felt inner seal is replaced with an aluminum collar with a lip seal in it, so adjusting the bearing endplay can be more accurate.

Because these hubs have different dimensions and material than stock hubs, please follow these common sense changes for installation.

Inner Seal - pack the bearings, install the inner cone, then install the small aluminum collar with seal installed in inner bore, concave side toward the bearing. Use a couple drops of Loctite.

Brake Rotor to Hub Mounting - do not use the stock mounting bolts. Use the course thread grade 8 bolts with anti-seize on the threads that you will find in the zip-lock bag located with your hubs. Tighten to 30-ft. lb.

Mounting to Spindle - because of extra material required to support the larger bearings, these hubs may interfere with the stock caliper - to - upright bolt heads or locking tabs. You can check this by installing the hubs and tightening the spindle nut slowly, while rotating the hub. If you feel any resistance or hear any scraping noise, there is interference.

If your caliper bracket is mounted to the upright with either lock tabs or lock washers under the bolt heads, remove these and use Loctite. Otherwise the hubs will interfere with the bolt heads.

Bearing Adjustment - adjust finger tight. For first installation, tighten securely, then back off and retighten finger tight, allowing no endplay in the bearings. Recheck endplay after a short period of use. If these hubs are used on a streetcar, you may need to run these one flat tighter. If used on a racecar, a slightly looser adjustment allows for higher expansion rate of the aluminum material. For best bearing life on a racecar, there should be NO bearing endplay when hot.

Wheel Installation - tighten wheel nuts to 60-ft. lb.

Replacement Bearing Installation - we recommend that the hubs be heated to 300 F for removal and installation of new races to minimize the damage to the bores in the aluminum hubs.

Replacement bearings are available at bearing stores. We recommend Timken bearings.

Timken numbers are:

Inner cup - 1920 Inner cone - 1986
Outer cup - 5185 Outer cone - 5062
Inner seal collar - contact Southwick
Inner seal collar - 13509 CR

We hope you enjoy using these hubs. For answers to any questions feel free to contact us.

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