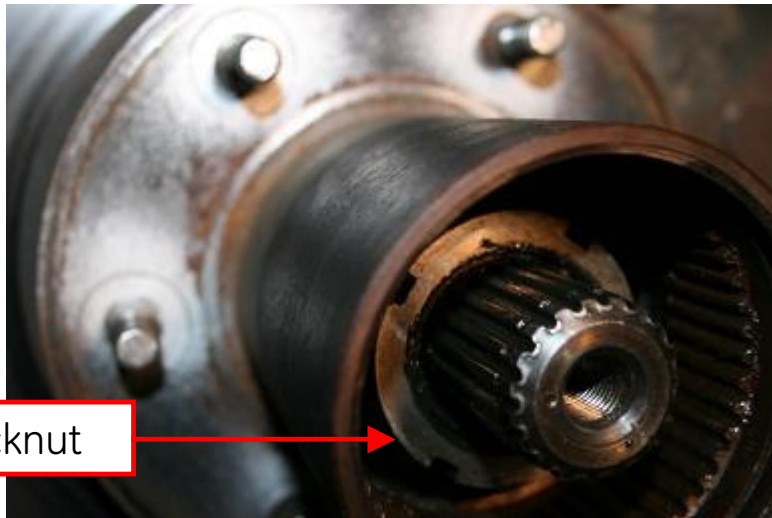


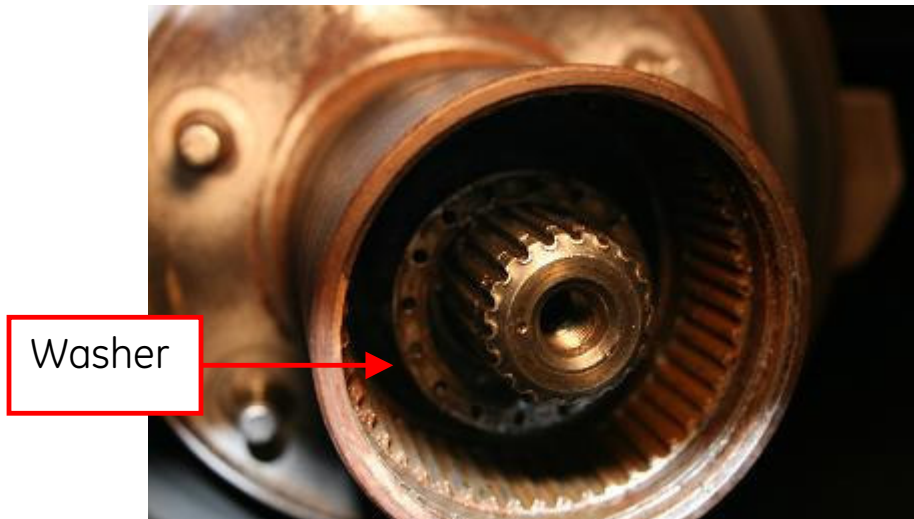
8. Here is what the assembly should look like



9. Remove the wheel bearing lock nut with the four-prong socket (10 dollars at local O'Reillys), you may be able to use a screwdriver to remove the nut but trust me, buy the socket.



10. Remove the washer and the wheel bearing adjustment nut, the adjustment nut looks exactly like the locknut from step 8.



11. Remove the outer wheel bearing, there's no seal here.



11. Remove the inner wheel bearing using a drift punch and a hammer. Place the rotor on the floor and use the punch to tap in the inner race. The race will push the bearing and seal right out the back. When tapping the race out be sure to tap evenly around the edge or it will get cocked in place and possibly gall the inner surface.

12. Remove the outer race with a drift punch and hammer. Place the rotor face down so it sits on the small diameter outer hub and tap from the inner (rotor) side. Same on the outer race, be careful to tap evenly around the edge.



13. In order to remove the hub from the old rotor you will have to either press the wheel studs out or use the following procedure.

14. Place the rotor on a flat surface, put a lug onto one of the wheel studs. Screw the lug down so the top of the lug is just above the top of the stud. You don't want to hit the stud itself, you want to hit the lug. Use a hammer and hit the lug/stud