



Wheel bearings

NEW TRACTION WHEEL BEARINGS

Though these have been available through the club, it is worth recording that club member, Peter Hughan, recently obtained both inner and outer front wheel bearings to suit four-cylinder Tractions from his regular bearing supplier. Both bearings are from Japanese sources.

The inner bearing (Citroen Part No. 88091 - 35x72x17 mm) is replaced by Nachi bearing no. 6207/620512.

The outer bearing (Part No. 425654 - 32x72x17 mm) is replaced by NSK bearing no. 6207ZNR3**712.

Notes:

- The external circlip fitted to the outer bearing above is removed and discarded, revealing the groove which accepts the proper tool used for any subsequent removal of the bearing.

- The proper bearing spacer tube to use with the above outer bearing is Part No. 426.753 - length = 36 mm.

- Vehicles after June 1953 were fitted with wider outer bearings (Part No. 441.510 - 32x72x19 mm). These vehicles had a correspondingly shorter spacer tube fitted between the bearings (Part No. 441.511 - length = 34 mm). This combination retained the same overall length of bearings plus spacer tube. Thus the two combinations (88091/426.753/425.654 and 88.091/441.511/441/510) are interchangeable.

- To avoid bearing end-slop or damage due to bearing end-loading, it is essential that the correct combination of bearings and spacer tube as above be used.

- It should be taken as a warning that something is amiss if the removal groove of the outer bearing ends up either disappearing into the swivel housing or standing significantly proud of the housing, when the bearings are mounted up in their final position.

It is also not uncommon for the key in the stub axle to have been sheared at some time and for the hub to have spun on the stub axle. This may have caused wear in the tapered fit between the axle and the hub, allowing the hub to advance too far onto the axle. Despite proper bearing fitting, this condition can also result in contact occurring between the hub and the inner runner of the outer bearing, with destructive end-loadings being applied to the bearings.

To check that this is not happening, carry out a dummy fitting of the hub with bearing blue or grease smeared on the hub centre and ensure that the blue or grease is not transferred to the bearing when the hub-retaining nut is tightened up. Temporary rectification can be made by "shimming" the taper contact surface with tinplate sheet or similar. The alternative is to find a less worn hub/axle combination, or to build up the hub centre and re-establish the taper by machining.

W.G.

