

Now to remove the bearings and seal. The rear bearing isn't too bad and comes out reasonable easily – knocked out by using a big screwdriver to drift out backwards from the inside of the drum



This is on the inside of the drum and is – I think – the original seal – or part of it.

Inside the bearing location tube you can see the remains of the original large front bearing – just the outer race has survived. I have no idea how to get this out.



This is the back of the drum showing the Torx bolt holding in the spider. It is corroded in place and I broke my best T30 bit trying to shift it. So I drilled out the three bolts using an 8mm HSS bit.

