

NOLLER CONVERSIONS

ADAPTER INSTRUCTION SHEET #2

INSTALLING ADAPTERS TO FRONT HUBS

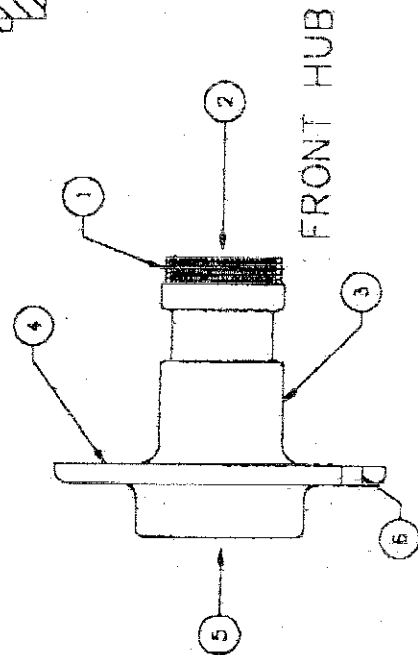
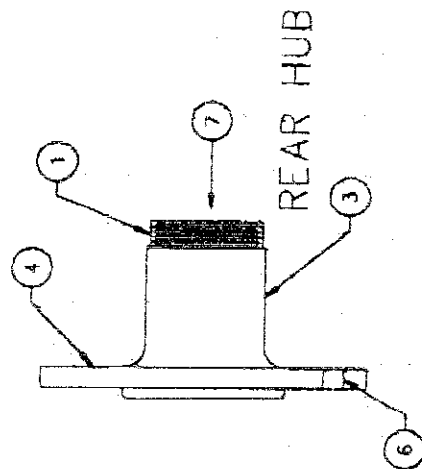
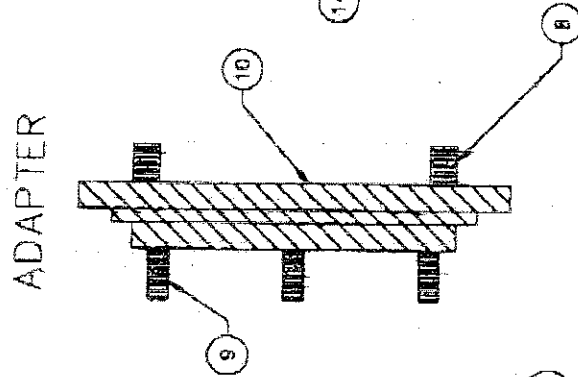
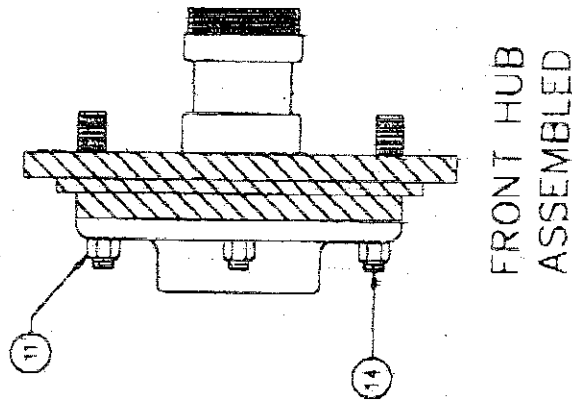
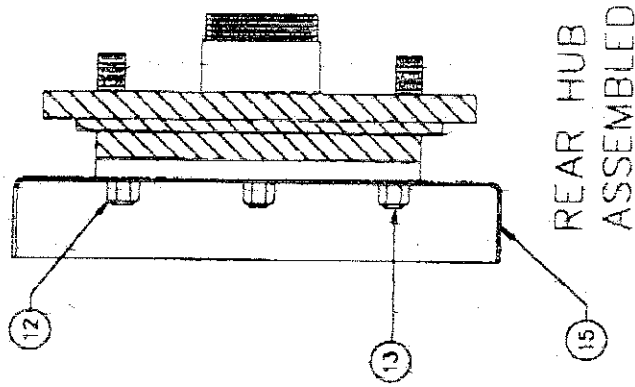
1. select one of the adapters and try a 3/8-24 nut **(ITEM #11)** on all of the 3/8 studs on the rear of the adapter. Try a Lug Nut on all of the 1/2-20 studs on the front of the adapter.
2. Slip the hub through the adapter until all six (6) of the 3/8 studs **(ITEM #9)** slide thru the hub flange. The rear adapter plate should sit flat against the hub flange. If it does not there may be a piece of debris on the flange. Please remember that some of the hub flanges have been warped over the years. If they are warped slightly they will be fine. **NOTE: Sometimes you will find a hub that the 3/8 hole pattern is off a little bit, if that is the case just drill them out a few thousandths and the adapter will fit fine!**
3. Place lock-washers and nuts **(ITEM #11)** on the six studs and tighten.
4. Some people like to "peen" the end **(ITEM #14)** of the stud a bit to ensure that the nuts NEVER come off. You may do as you wish as far as this is concerned. I use a Stud Locking Substance.
5. Paint the assembly at this time, install bearing races, rear bearing and seal.
6. Install the assembly on the front spindle as you would a typical Model "T" hub.
7. Install wheel and Lug Nuts.
8. You may use your original Model "T" wire wheel hub caps.

INSTALLING ADAPTERS TO REAR HUB

1. Slip the rear hub through the adapter as you did the front. The six (6) 3/8 studs will slide thru the hub flange. The adapter plate should sit flat against the hub flange. Again, some of the hubs have been warped over the years. A little warp will be OK.
2. Place the brake drum **(ITEM #15)** over the 3/8 studs and make sure that it seats all the way down against the hub flange. Put on the 3/8-24 nuts **(ITEM #12)** and snug them down. **Do not tighten them yet.**
3. Place the assembly on the rear axle **WITHOUT THE KEY**. Slowly turn the assembly to make sure that the studs and nuts will clear the brake shoes. If they do not, it may be necessary to grind the ends of the studs **(ITEM #13)** a bit to make them clear the brake shoes. We have found that sometimes they do, and sometimes they don't!!!! After everything clears you may tighten the nuts and "peen" the studs to insure a good lock on the nuts.
4. Paint the assembly and install on the car as you would a normal rear hub. Install the rear wheel and Lug Nuts.

NOTE: ALL NUTS AND LUG NUTS MUST BE CHECKED FOR TIGHTENESS ON A REGULAR BASIS, ONCE A MONTH IS RECOMMENDED.

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Nolter Conversions		CONVERSION IDENTITY	
DATE	BY	DATE	BY
1/12/07	AK	1/12/07	AK
DESIGNED	CHECKED	DATE	BY
		1/12/07	AK
TITLE		DATE	BY
CONVERSION IDENTITY		1/12/07	AK
CALLS OUTLINE	REV	DATE	BY
DESCRIPTION	1	1/12/07	AK
FUNCTIONAL	2		
ASSEMBLY	3		
TESTING	4		
ISSUE	5		
REV	6		
99722	A		

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NOLLER CONVERSIONS

ADAPTER INSTRUCTION SHEET #1

Thank you very much for purchasing one of our fine products. It has taken years for us to engineer, test and market this item. Every effort has been made to make this an easy installation. Please follow this sheet step by step and before long you will be driving your "T" with its' new wire wheels.

HUBS

1. It will be necessary for you to locate two front hubs, two rear hubs, and brake drums. The size of the brake drums, of course, will depend on the year of the rear axle in your car. It is very easy to find hubs and brake drums, it seems that every "T guy" has a bunch of old wheels laying around that have the wood spokes rotted out of them. Swap meets are a good place to locate your hubs, they are usually only a few dollars per wheel because of the bad spokes.

2. It is necessary to find hubs that will hold the bearing races tightly (sometimes you will find them that have had the races "spun"). These are no good! There will be two bearing race surfaces in the front hub **(ITEM #2 & ITEM #5)**.

3. When selecting a rear hub, inspect the taper bore and the keyway of the hub **(ITEM #7)**. The keyway should have a nice sharp edge and not have any "steps" on the sides. The hub cap threads on the front and rear hubs should be in good condition as you may want to use the standard "T" hub caps.

4. Both front and rear hubs should have flat rear flanges **(ITEM #4)**.

5. The 3/8 holes **(ITEM #6)** thru the flanges should not be worn or "egg shaped".

6. The spoke surfaces **(ITEM #3)** of both the front and rear hubs should be clean.

7. Inspect the rear flanges **(ITEM #4)** to be sure that they are not cracked or broken.

8. The hubs may be sand-blasted to remove any rust, but **DO NOT** sand-blast the bearing race surfaces

9. The brake drums should not be bent or cracked, and the 3/8 holes should not be worn.

10. If you have the inside of your brake drums sand-blasted you must smooth them up before use.

HARDWARE REQUIRED

- | | | |
|--|-----------------------------|-------|
| 1. For the front hubs you will need the following: | 3/8-24 UNF nuts | 12 ea |
| | 3/8 lock washers | 12 ea |
| | 1/2-20 UNF Lng Nuts | 10 ea |
| | (original Model "A") | |
| 2. For the rear hubs you will need the following | 3/8-24 UNF nuts | 12 ea |
| | (lock washers not required) | |
| | 1/2-20 UNF Lng Nuts | 10 ea |
| | (same as the front) | |

WARRANTY DECLARATION

Noller Conversions will replace or repair, at our option, any of our adapters that are defective in material or workmanship for a period of ninety (90) days from the date of shipment, provided the adapters have been installed and used in accordance with the written instructions and specifications. *Noller Conversions* shall not be liable for installation or shipping charges. This warranty does not cover breakage caused by accident, misuse, neglect, acts of God, or wear and tear. ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, ARE EXPRESSLY EXCLUDED. *Noller Conversions* ASSUMES NO LIABILITY FOR DIRECT OR INDIRECT DAMAGES, LOST PROFITS, OR ANY CONSEQUENTIAL DAMAGES. This product is intended for use on Ford Model "T" automobiles in their original factory configuration only.