



9.10 REAR HUB BEARING, RENEW

SRO 64.15.14

9.11 REAR HUB OIL SEAL, RENEW

SRO 64.15.15

Removal

- Disconnect vehicle battery ground lead.
- Slacken appropriate axle shaft hub nut.
- Support the vehicle at the rear and remove rear road wheel.

Note: To aid assembly, mark the position of the head of the hub carrier fulcrum, relative to the wishbone slot.

- Disconnect handbrake cable inner and outer.
- Remove brake caliper in accordance with Section 12, but do not disconnect hydraulics.
- Slacken hub carrier fulcrum and remove ABS sensor from hub carrier.
- Remove axle shaft hub nut (and discard), collar and hub carrier fulcrum.
- Using service tools JD 1D / 7 and JD 1D (Fig. 1), push shaft through hub and pull the hub carrier assembly clear.
- Using Hub tool JD 132 - 1 (1 Fig. 2) and a suitable press, align the hub assembly to the tool ensuring the hand brake expander locates into the tool cut out.
- Locate button JD 132 - 2 and press the hub from the carrier.
- Remove the outer bearing race and seal from either the hub or the carrier and place the ABS rotor to one side.
- Remove from the carrier; bearing spacer, adjustable spacer, inner race and seal.

Renew Bearings / Seal(s)

- Using a suitable drift remove the inner and outer bearing cups.
- Clean all components paying particular attention to the removal of all traces of locking compound from the hub AND axle shaft splines.
- Using service tools JD 550 - 4 / 2, 4 / 1 and 18G 134, fit new cups to the hub carrier ensuring that they are 'square' and fully seated.
- Fit the new outer bearing race to the hub.

Note: Do not fit seals or 'pack' bearing at this point.

- Assemble the hub and race to the carrier along with bearing spacer (noting orientation) and the largest available adjustable spacer, i.e. 3.47 mm.
- Fit the new inner bearing and ABS rotor to the hub.
- Apply a compressive load to the hub / bearing assembly, using a press, vice or long bolt. Ensure that the force that the axle shaft fixing would normally provide is not exceeded.
- Measure the hub end-float, using service tool JD 13B dial test indicator (DTI).
- Using the indicated endfloat dimension, select a suitable adjustable spacer to give the specified pre-load.

Note: See Service Data, (preliminary pages) for pre-load specification and typical example.

- Remove the outer bearing from the hub.
- Lubricate the bearings as specified.
- Locate the outer bearing to the hub carrier assembly.

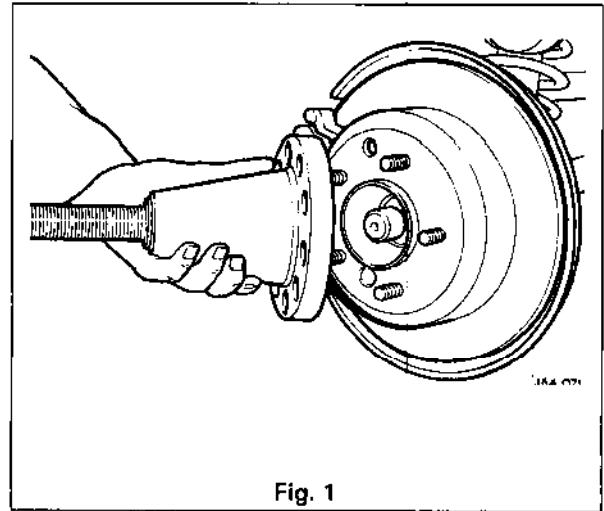


Fig. 1

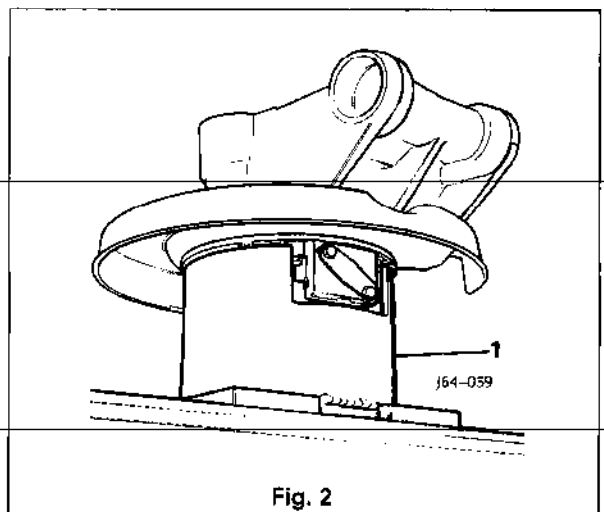


Fig. 2



- Using service tools JD 550 – 4/2, 4/1 and 18G 134, fit new seal to the hub carrier ensuring that it is 'square' and fully seated.
- Invert the assembly and locate the bearing spacer (noting orientation) and selected adjustable spacer over the hub.
- Assemble the inner bearing race and locate the inner seal using service tools JD 550 – 4/2, 4/1 and 18G 134, ensuring that the seal is 'square' and fully seated.
- Press the ABS rotor into position.
- Assembly and fitting is the reversal of this procedure taking note of the following:

Adhesive should be applied to axle shaft splines over a radial area of 30 to 50%.

For the initial setting, position the head of the hub carrier fulcrum to the mark previously made on the wishbone prior to checking and adjusting (if required) rear wheel toe-in.

Renew all bolts that were originally fitted with thread locking adhesive.

Replace all locking wire and split pins (cotter pins).

Tighten all fixings to the specified torque.

Verify operation of brakes.

Renew all self locking nuts.

Note: The axle shaft nut is a self-locking item with a thread insert and must NOT be re-used.

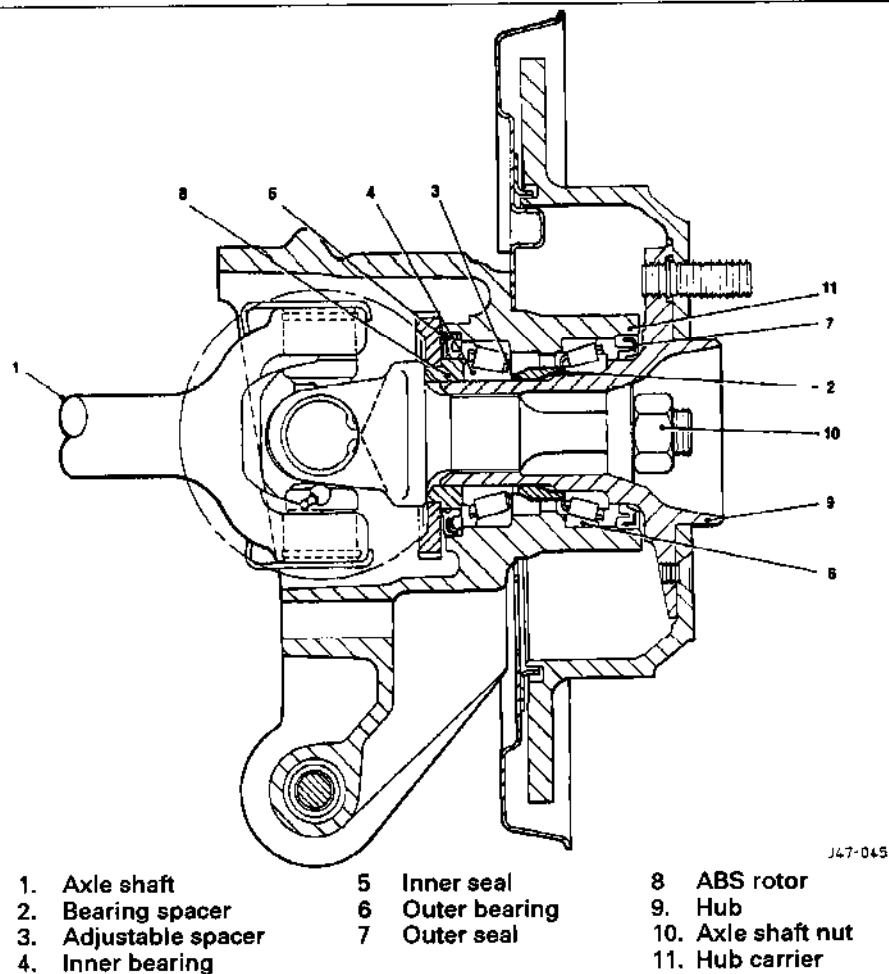


Fig. 1 Sectional view Hub assembly