

# Generation 1 hub units – Proper press-fitting & torque tightening

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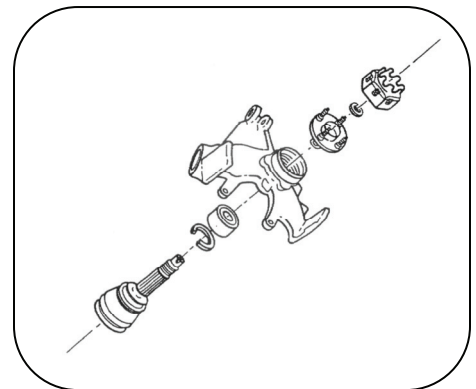
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## Tech tip

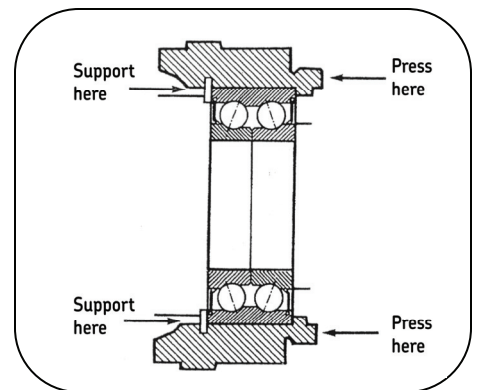
The Generation 1 hub unit is a double-row ball bearing with a one-piece outer ring and a split or two-piece inner ring. It is pre-adjusted, greased and sealed for long life. When replaced, it requires careful attention to the mating components and the press-fit and torque procedures for that specific application. The following information provides general tips for proper bearing installation.

### FWD bearing installation

1. Loosen the axle nut while the vehicle is still on the ground. Do not re-use the old nut. Never use an impact gun on the axle nut.
2. To avoid damage to components, be sure to use the proper specialized pullers to remove the CV joint, hub and knuckle from the bearing.
3. Inspect all components for signs of fatigue or damage. **(see figure 1)** Check bearing mounting bore for distortion or out-of-roundness. Any irregularities will improperly load the bearing and cause premature failure, so replace if in doubt.
4. Clean the bearing area in the knuckle and hub to facilitate smooth insertion. A light coating of lubricant can be applied to the knuckle cavity and hub to ease installation and inhibit corrosion.
5. When press-fitting the bearing into the knuckle, be sure to apply pressure only to the outer ring. **(see figure 2)** When pressing the hub into the inner ring, force must only be applied to the inner ring and the hub. **(see figure 3 on 2<sup>nd</sup> page)** The application of force to the wrong part of the bearing will render it useless by severely damaging the balls and raceways. After each step, check for binding or damage by rotating the bearing to be sure it turns smoothly. Press-fitting locks the bearing radially but to lock it axially, be sure to install the snap ring where required.
6. On older or higher mileage vehicles, consider installing a new CV joint boot as a good preventive measure. Manufacturer's recommend replacement after 60,000 miles.



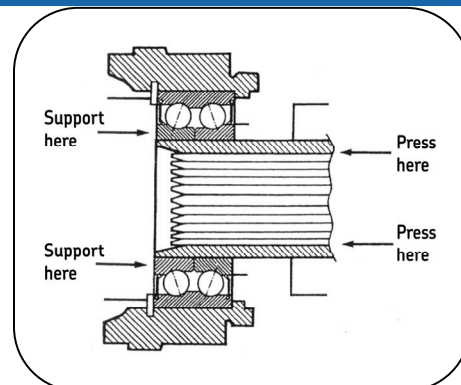
**Figure 1.** Inspect the knuckle for signs of fatigue or distortion of the bore. Replace it if in doubt.



**Figure 2.** Press the bearing into the knuckle by applying force only to the *outer* ring of the bearing.

# Generation 1 hub units – Proper press-fitting & torque tightening – cont.

- Lightly lubricate and then carefully align the splines of the CV shaft with the splines of the hub to prevent damage. Using the proper tool, pull the axle yolk into the hub and seat against the bearing. Install a new axle nut, using the specific torque nut for that application. With the vehicle on the ground, do the final torquing to the OEM specifications. This assures the proper mating of the split inner rings of the bearing needed to achieve the proper internal clearance. (For torque specifications please refer to the Torque Spec Guide catalog (457377) posted on the [www.vsm.skf.com](http://www.vsm.skf.com) website.)



**Figure 3.** Press the hub into the bearing by applying force only to the *inner* ring and hub.

For specific mounting instructions, refer to the vehicle manufacturer’s service manual for that model.

**For safety’s sake, never re-use the axle nut. Most self-locking nuts are deformed to hold torque loads and therefore lose their holding ability once they have been used.**

## SKF Front wheel drive hub and bearing kits

When a Gen 1 hub unit wheel bearing is worn or damaged, it is often more than just the bearing that should be replaced. There is a good possibility that the wheel hub has been damaged in service or during the removal process. Therefore when the repair service is performed on the bearing, the hub and accessory components (locking nut, circlip) should be replaced.

To service these applications, SKF has front wheel drive wheel bearing kits to provide all the critical parts you need. The unique feature of these applications is that the bearing is pressed into the rear of the steering knuckle while the hub is pressed in from the front. Below is an example of a few of the kits available.

Stock number	Front wheel hub application	Repair kit contents
BR930152K	Ford Taurus: 1991-1995 (From 2/91) Mercury Sable: 1991-1995 (From 2/91) Lincoln Continental: 1992-1994	hub, bearing, circlip and axle nut
BR930153K	Ford Escort, EXP: 1983-1990 (From 2/83) Ford Tempo: 1984-1994 Mercury Lynx, LN7: 1983-1987 (From 2/83) Mercury Topaz: 1984-1994	hub, bearing, circlip and axle nut
BR930154K	Honda Accord: 1982-1985 Honda Prelude: 1983	hub, bearing, seals and axle nut
BR930200K	Toyota Camry: 1983-1991	hub, bearing and seal kit
BR930300K	Geo Prizm: 1993-1997 Toyota Corolla: 1987-2002	hub, bearing and seal kit

