

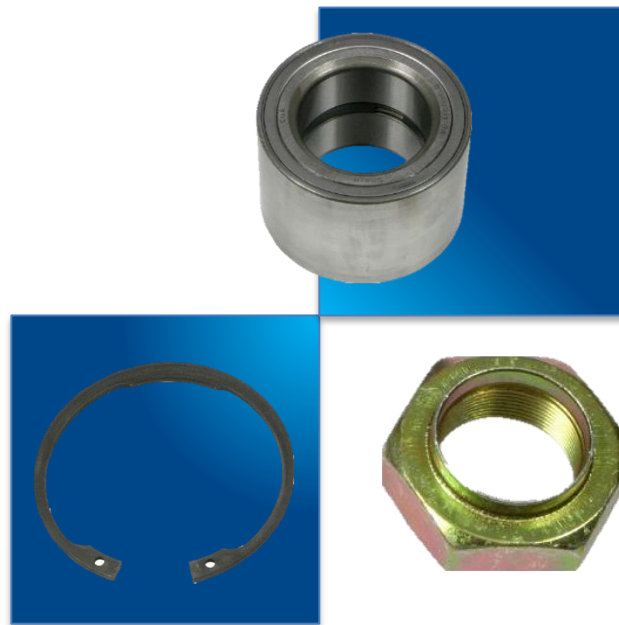


R140.38

Removal / Installation recommendations

<p>CITROEN: Jumper (I and II), Relay (I and II) FIAT: Ducato, Ducato (RUS) PEUGEOT: Boxer (I and II)</p>	<p>OE reference (bearing) 1328054080, 1606375180</p>
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IDENTIFICATION OF WHEEL KIT R140.38



COMMON PROBLEMS WITH KIT R140.38

Problems with rolling noise and bearing damage

PROBABLE CAUSES

Incorrect installation of the bearing

Misalignment problems can occur when installing the hub.

Removing an incorrectly fitted hub can cause the inner ring cone to become detached from the metal assembly ring (**BAS**). This can cause crimping of the metal assembly ring, meaning the bearing can no longer function correctly.

During the assembly process with a press, crushing the metal assembly ring (**BAS**) causes the small collar of the inner rings to crack and break when the drive shaft is fitted and tightened.

Small pieces of metal from the broken inner rings then find their way into the bearing grooves, this will cause noise and lead to an early failure of the bearing.



Under these conditions, there will be play in the bearing during operation (play in the wheel), the bearing soon becomes noisy. At this point there is a high a risk of a total failure of the bearing, which may cause damage to peripheral parts such as the hub, drive shaft, brake disc, etc.).

Play in the bearing

Play in the bearing can also be caused by an insufficient tightening torque being applied to the driveshaft nut or the gradual loosening of the driveshaft nut due to a new nut no being used.



The tightening torque for the driveshaft nut is 420 Nm.

RE-INSTALLATION

Safety precautions

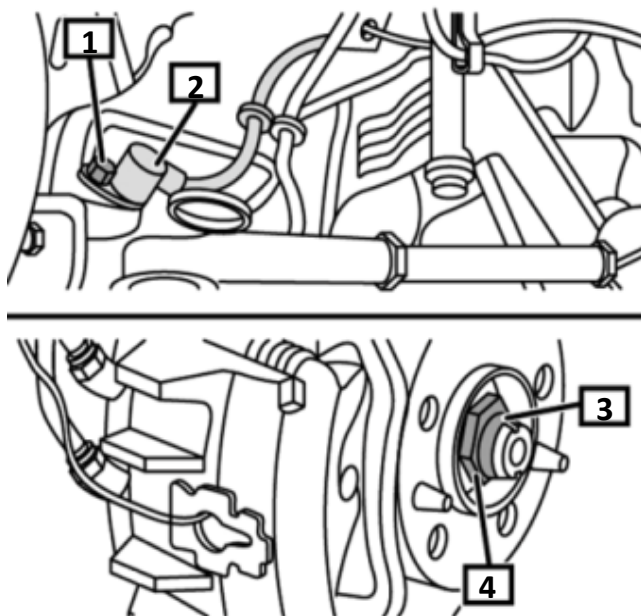
Always replace corroded or damaged bolts and nuts.

Tightening torques

- Drive shaft nut(s) (no.4): M33 420 Nm
- Wheel fasteners: M14 160 Nm ; M16 180 Nm

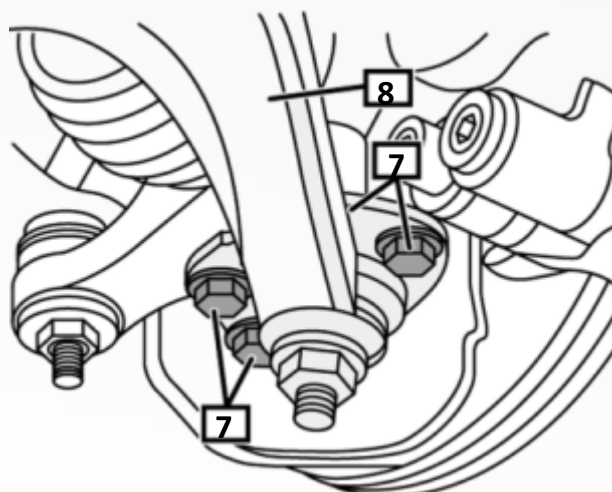
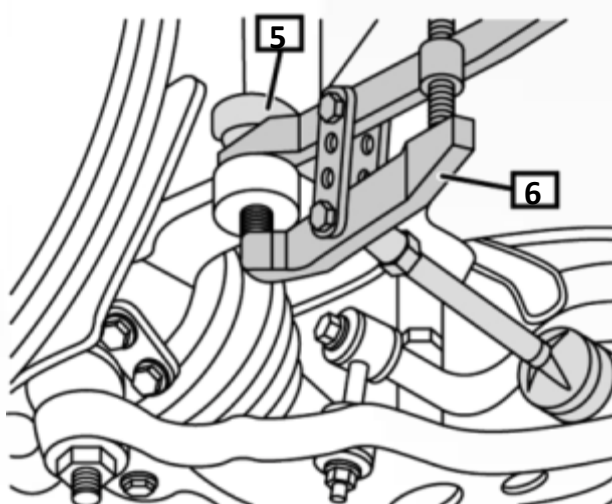
REMOVAL

- 1) Raise the vehicle and remove the front wheels
- 2) Unscrew the speed sensor bolt (no.1)
- 3) Remove the speed sensor (no.2)
- 4) Unlock the nut (no.3)
- 5) Unscrew the drive shaft nut (no.4)
- 6) Withdraw the brake calliper from the stub axle and attach it to the structure
- 7) Remove the brake discs



8) Use a ball joint puller to remove the steering ball joint from the stub axle (no.5)

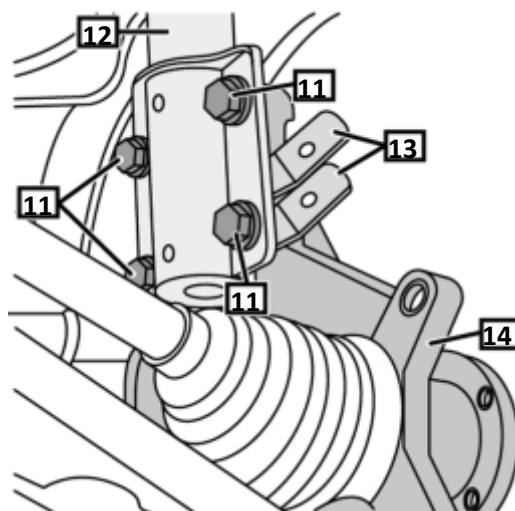
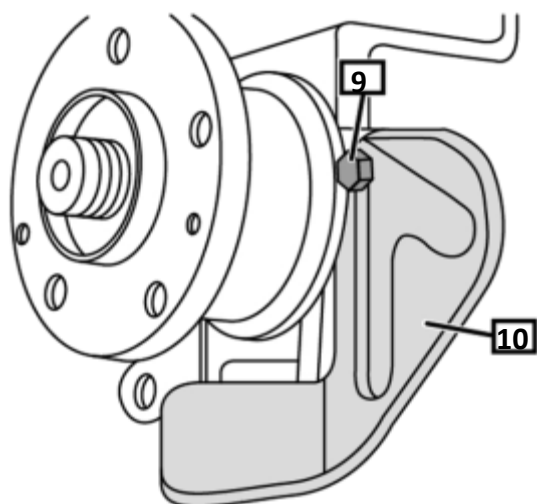
Special tool required: Ball joint puller (no.6)



9) Unscrew the bolts from the lower joint (no.7) to release the control arm (no.8)

10) Remove the lower ball joint from the stub axle

11) Remove the protective shield (no.10)



12) Unscrew the bolts from the strut (no.11)

13) Separate the strut (no.12) from the kingpin (no.14)

14) Remove the brake line bracket (no.13)

15) Carry out the bearing replacement



16) Remove the bearing circlip (no.1)

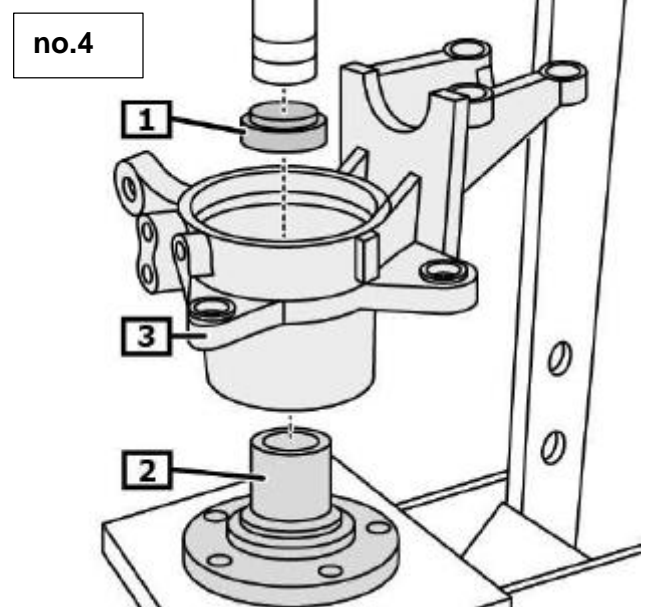
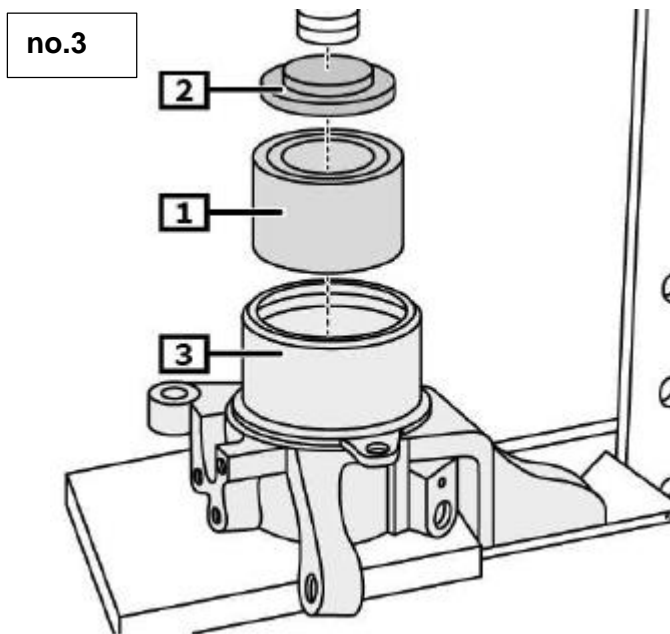
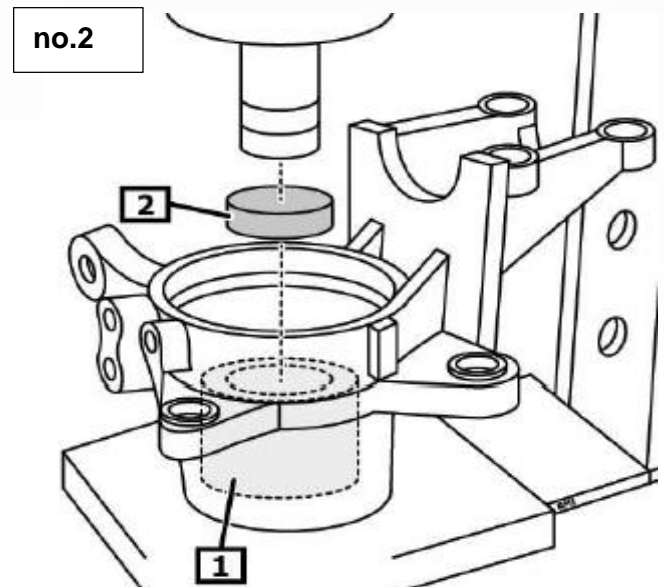
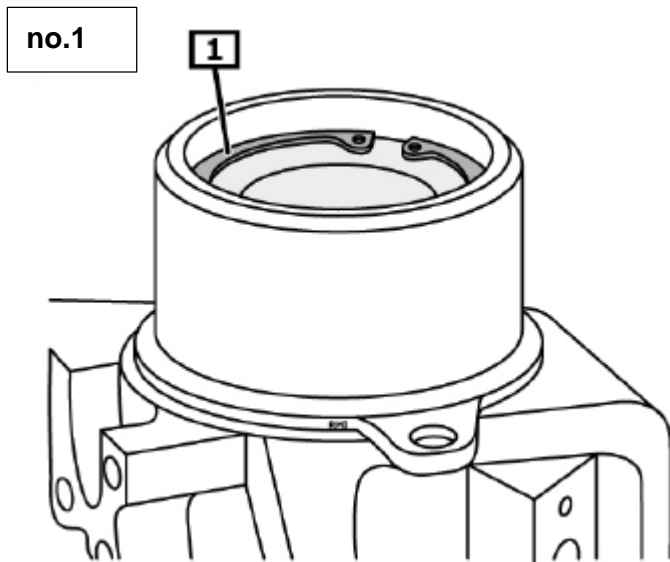
17) Use the special tool to extract the bearing by pressure (no.2)

18) Use a tool to press the wheel bearing into place (no.3)

19) Install the bearing circlip. (no.1)

20) Use the dedicated tool to press the hub into place (1) (2) and (3). (no.4)

Tool: Backing plate (1)



RE-INSTALLATION

After having installed the bearing, install the remaining components in the reverse order to that in which you removed them



Recommendations

Carefully follow the recommendations and use the correct installation tools and methods making sure you replace all of the parts supplied in the kit.

Follow the vehicle manufacturer's installation procedures and apply the specified tightening torques.

When replacing the kit, refer to the technical data sheet "Wheel bearing Installation/removal" available on our website:



http://www.ntn-snr.com/portal/site/fr-fr/index.cfm?page=/portal/home/documentation#autoaftermarket_20

Refer to the vehicle applications in our online catalogue: [e-shop](#)



Scan this QR code to access our online catalogue.

FOLLOW THE RECOMMENDATIONS OF THE VEHICLE MANUFACTURER!

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