R159.44

Disassembly / Assembly recommendations

		OE reference
CITROËN :	Berlingo, C3 (I et II), C5, C5 FL, C4, C4 B7, C3 Picasso, C4 Picasso, DS3, DS4, DS5,	3350-69, 3350-97
PEUGEOT :	307, 307 Restyling, Partner, 207, 308, 3008, 5008, RCZ, 208, 207+, 2008	16 066 235 80

IDENTIFICATION OF WHEEL BEARING KIT R159.44

ASB encoder seal

Traceability
SNR XGB40574

COMMON PROBLEMS WITH KIT R159.44

PROBLEMS WITH ROLLING NOISE AND VIBRATIONS

PROBABLE CAUSE

Incorrect installation of the bearing.

A misaligned installation of the bearing in the knuckle carries a high risk of damaging the outer ring of the bearing (the side facing outward). This results in a rapid spalling of the raceway (due to the contact pressure of the balls) **(no. 1)**.

Installing the bearing backwards causes the ABS calculator to malfunction (error code, ABS warning lamp). The bearing cannot be removed and refitted. When installing the bearing, make sure that the side with the magnetic encoder is fitted facing the interior of the vehicle (i.e. facing engine / gearbox).

Play in the bearing.

Play in the bearing can be caused by several different problems, such as a gradual loosening of the drive shaft bolt, or an incorrect initial tightening torque of the drive shaft bolt (main retaining bolt). Symptoms of play in the bearing are fretting on the face of the inner rings **(no. 2)** contact marks on the back of the seals caused by the rolling elements touching the rear of the seal.

⚠ **A bearing can only be use once**
Damage to the encoder may occur if a magnet is brought into close proximity to the encoder seal.
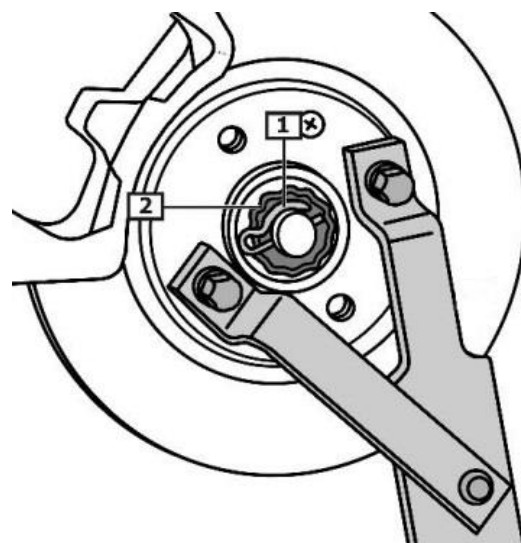
REPLACEMENT

Tightening torques
- Drive shaft bolt: **325 Nm**
- Wheels: with steel rim(s) **90 Nm**, with aluminium rim(s) **100 Nm**

REMOVAL

1) **Remove the front wheels**
   Re-installation tightening torque: **90 Nm / 100 Nm**

2) **Remove the safety cotter pins (1)**

3) **Unscrew the castellated bolts and the drive shaft bolts (2)**
   Re-installation tightening torque: **138 Nm**

4) **Disconnect the tie rod ball joint from the stub axle**

5) **Disconnect the lower ball joint from the control arm**

6) **Remove the speed sensor bracket and then remove the speed sensor**
   Re-installation tightening torque: **8 Nm**

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7) Disconnect the cables from the brake calliper

**8) Unscrew the brake bracket bolts
   and remove the brake calliper (3)**
   Re-installation tightening torque: **138 Nm**

9) Remove the brake discs

10) Extract drive shafts from stub axle (4)

11) Move the driveshaft so it does not get in the way

**12) Remove the lower fastener of the shock absorber
   (5)**
   Re-installation tightening torque: **49 Nm**

13) Install the extractor: OE 0709

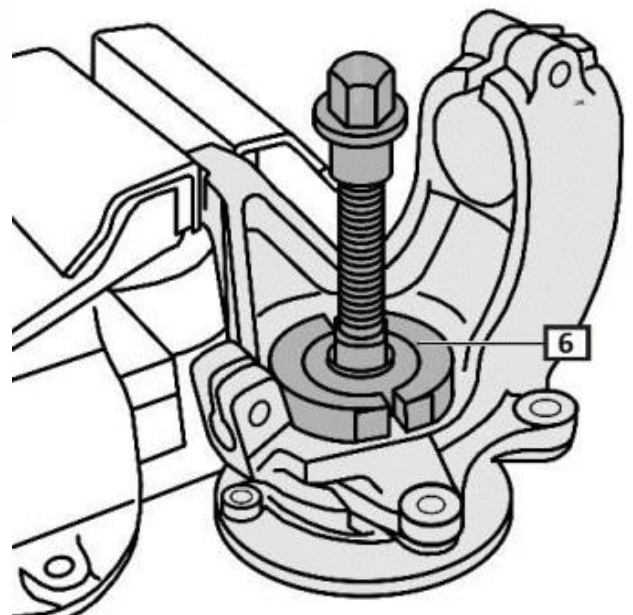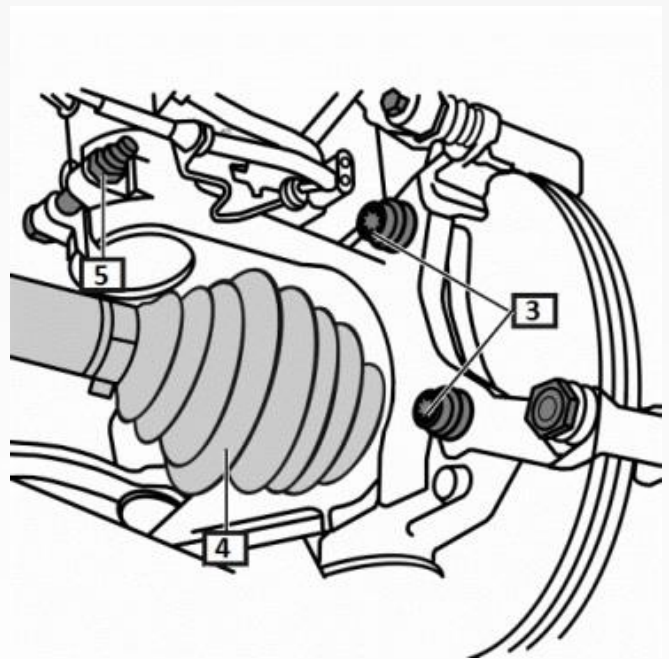**14) Separate the stub axle slightly using a counter-
   bearing
   (OE 0606-AY) and an extractor.**

**15) Remove the shock absorber
   from the stub axle.**

16) Remove the stub axle

17) Remove the wheel bearing circlip

**18) Place the stub axle in
   a vice and apply a separator
   tool:** OE 0903.AE **(6)**

> ⚠️ **Compress the hub beyond the stub axle**

19) Extract the bearing from the end of the stub axle

**20) Tighten the counter-bearing and the separator
   tool**

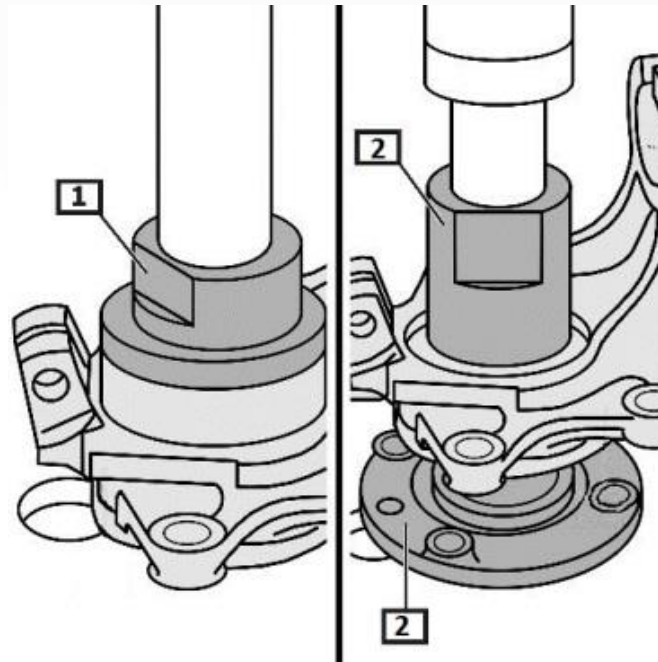**21) Apply pressure to extract the wheel bearing
   Using the extractor**

RE-INSTALLATION

1) Use a counter-bearing to press in the wheel bearing (1)

2) Install the wheel circles

3) Use the extractor to press in the hub (2)

4) Re-install the rest of the components in the reverse order of removal

Recommendations

Carefully follow the recommendations and use the correct method of installation, all parts supplied with the kit such as nuts, washer and circlips should always be fitted.

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

Refer to the vehicle applications in our online catalogue: **e-shop**

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FOLLOW THE RECOMMENDATIONS OF THE VEHICLE MANUFACTURER!

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