



R166.03/UK/28/03/2022

R166.03

Disassembly / Assembly recommendations

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| <p>CITROËN: C2, C3, C3 II, C3 Pluriel, C4 Cactus, C Elysée, DS3</p> <p>PEUGEOT: 207, 207+, 208, 301, 1007, 2008</p> | <p>OE reference 3350/-86</p> |
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IDENTIFICATION OF WHEEL BEARING KIT R166.03



COMMON PROBLEMS

Probable causes

PROBABLE CAUSES

Corroded bearing

- Incorrect installation – if the bearing is not tightened to the correct torque, the rolling elements can push the seal outwards allowing water to enter the bearing. **(no.1)**
- If the encoder seal is damaged during installation of the bearing it may lead to water ingress causing corrosion inside the bearing



no.1

Worn bearing

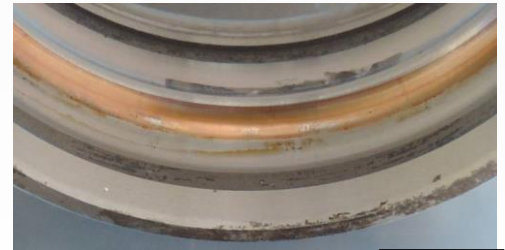
- Incorrect tightening of the transmission nut, leads to premature wear of the outer circumference of the bearing. **(no.2)**
Tightening torque specifications for the transmission nut are: **245 ±5 Nm**
- Incorrect installation can also cause abnormal wear to the bearings raceways. **(no.3)**
- Impacts such as kerb strikes can generate cracks and fissures on the raceways, this normally causes the bearing to fail prematurely.



no.2

Counterfeit bearing

- SNR products are some time's copied or counterfeited, these products should be avoided as they are not manufactured to NTN Europe's strict standards.



no.3

REPLACEMENT

Special tools:

Counter bearing: OE 6210-T

Spreader tool: OE 0903.AE

Tightening torques:

- Front wheels: **90 Nm**
- Drive shaft nut: **120 Nm**
- Speed sensor: **8 Nm**
- Brake calliper bracket bolt: **120 Nm**
- Lower shock absorber fastener: **43 Nm**
- Stub axle: **54 Nm**

REMOVAL

- 1) Remove the kingpin ball joints
- 2) Remove the speed sensor
- 3) Unscrew the brake calliper bracket bolt:
- 4) Remove the brake bracket with the brake calliper



5) Remove the brake disc

6) Press the drive shaft off the stub axle

7) Fasten the driveshaft out of the way using an elastic cord, so it does not get in the way

8) Remove the lower shock absorber fastener

9) Position the spreader tool

10) Spread the stub axle slightly using the special tool (1)

11) Remove the shock absorber from the stub axle

12) Remove the stub axle

13) Withdraw the circlip from the wheel bearing

14) Place the stub axle in a vice

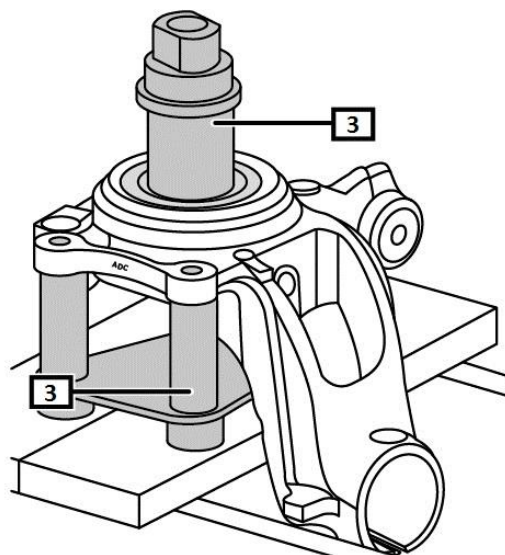
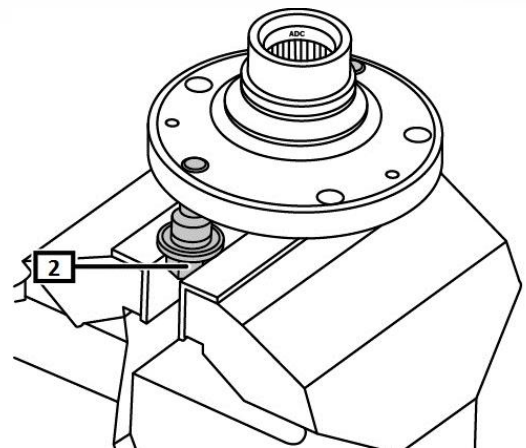
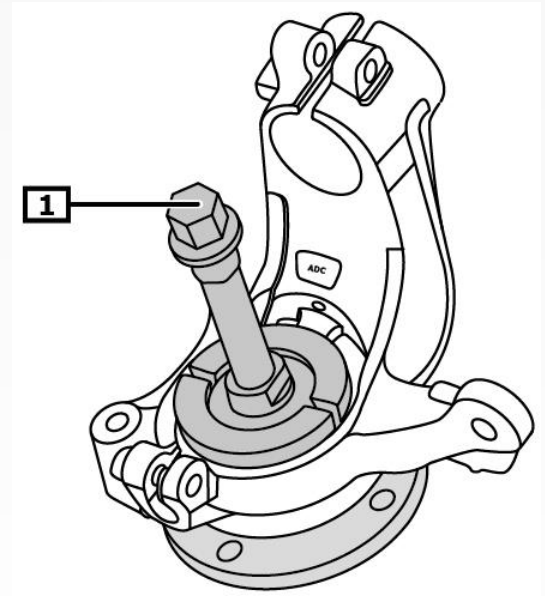
15) Install the spreader tool

16) Compress the hub outside of the stub axle using a pin (2)

17) Extract the bearing ring from the end of the axle

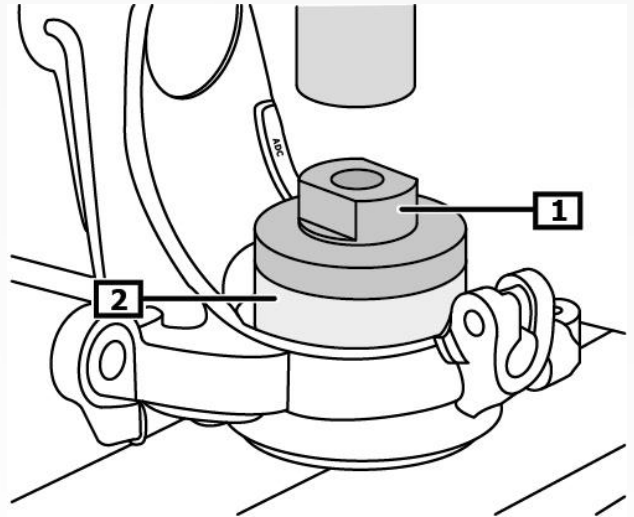
18) Install the special tool (3)

19) Use pressure to extract the wheel bearing with the special tool



RE-INSTALLATION

- 1) Press the wheel bearing into place using a press
- 2) Place the circlip On to the wheel bearing
- 3) Press the hub (2) into place with the press (1)
- 4) Re-install the remaining components in the opposite order to that in which they were removed
- 5) Take a test drive



Recommendations

Carefully follow the fitment instructions, only use the correct tools for this job and make sure all the new parts supplied in the kit are fitted.

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

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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