



R157.32

Assembly/disassembly recommendations

AUDI :	A1, A1FL, A2, S1	Référence OE 6R0407621E
SEAT :	Cordoba IV, Ibiza(III, IV, IV FL), Toledo	
SKODA :	Fabia (FL,II, II FL, III), Roomster (FL), Rapid	
VOLKSWAGEN :	Polo (VII, VIII, IX, IX FL), Fox	

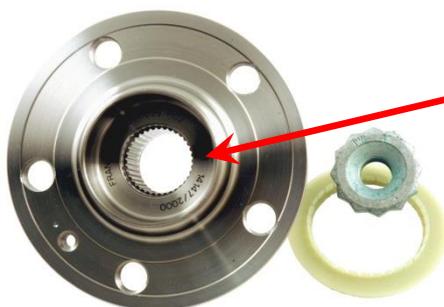
IDENTIFY THE NTN-SNR WHEEL KIT R157.32



Presence of a magnetic encoder.



Presence of a metal ring



Traceability + SNR marking



Special tooling is required for proper installation.



COMMON PROBLEMS WITH THIS KIT

PROBLEMS OF NOISE, VIBRATION AND ABS ANOMALY

Probable causes

During installation, force is passed by the raceways and rolling bodies.

The bearing will quickly become noisy.

The metal ring was not inserted in its slot.

The metallic retaining ring is not pressed against the outer ring (**Mark 1**).

Therefore, the bearing moves because it is not retained by the metal ring.

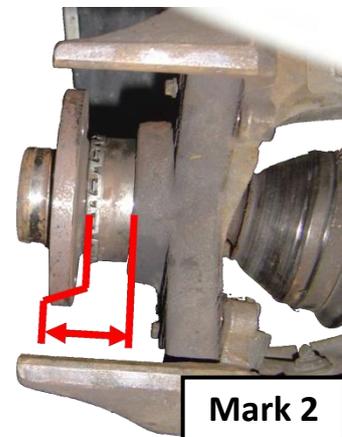
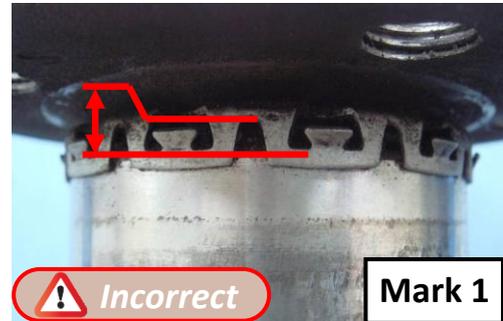
This movement of several millimeters leads to an increase of the gap (**Mark 2**), thus creating vibrations and noise when rolling. An ABS fault may occur.

Sealing problem

The plastic ring in the transmission (**Mark 3**), which provides baffling in the assembly, is missing or damaged.

The bearing is then subjected to water penetration, causing internal corrosion.

This leads to the destruction of the bearing.



Consequences

Additional damage

Malfunction in the bearing can cause damage to the pivot but also the transmission bowl, a source of failure.



Operating the vehicle with such symptoms can lead to a loss of wheel.

REPLACEMENT OF BEARING SNR XMGB40899R02



NTN-SNR recommends specific tools
HAZET 4934-2572/12 + 4930-1 + 4930-2



Tightening torque

50 Nm + 90 ° on all vehicles

1) Lift the front of the vehicle

2) Remove

- The retaining nut for the drive shaft of the relevant side
- The front wheel
- The support screw for the brake hose
- The retaining nuts

3) Extract the suspension arm from the ball axle

4) **Switch the support strut outward** and support it with a bracket by pulling the transmission out of the wheel bearing simultaneously.

5) Leave the transmission together with the chassis

6) Remove the brake anchor plate with the brake caliper

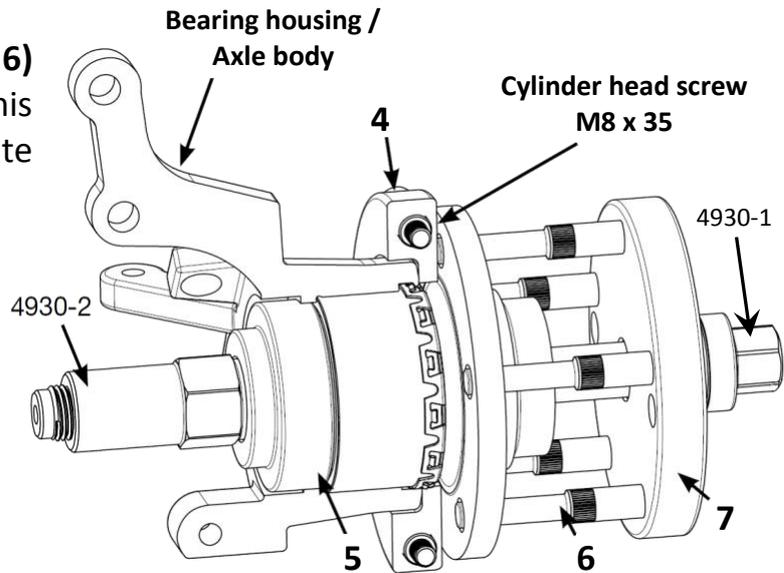


The transmission and the caliper should never hang in the air.

7) Remove the brake disc, then the protection flange then the ABS sensor

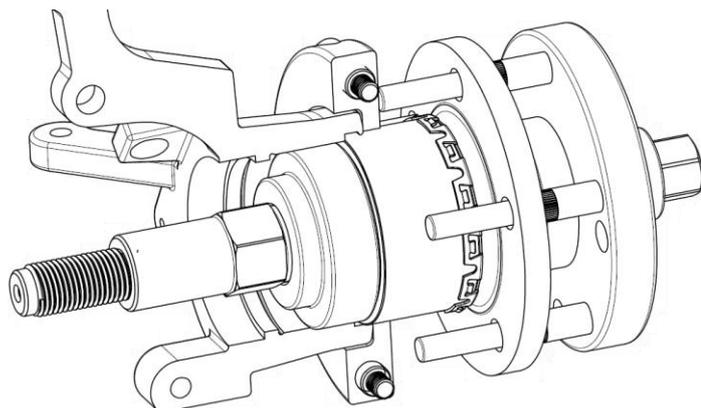
8) Extract the bearing by performing the following assembly:

- Insert the 5 thrust pins (**Mark 6**) into the holes provided for this purpose in the support plate (**Mark 7**).
- Place the two half-rings (**Mark 4**) laterally between the rear side of the wheel hub and the bearing housing (axle body) and tighten firmly with both of the pan head M8x35 screws.



- Position the stop washer (**Mark 5**) on the spindle nut 4930-2.
- Position the threaded spindle 4930-01 through the support plate (**Mark 7**).
- Hold the threaded spindle 4930-1 with the support plate (**Mark 7**) and the 5 thrust pins (**Mark 6**). Insert the assembly outside of the wheel bearing hub. The thrust pins must be pushed beyond holes of the wheel hub and must come into contact with the front face of the supporting ring (**Mark 4**). At the same time insert the stop washer (**Mark 5**) with the spindle nut 4930-2 inside the bearing guide and screw the threaded spindle 4930-1 into the spindle nut 4930-2.

- Tighten to the tightening torque: the spindle nut must be secured with a set of tools for screws and nuts (eg box wrench).
- After removing the wheel bearing (see opposite), remove the assembled elements.

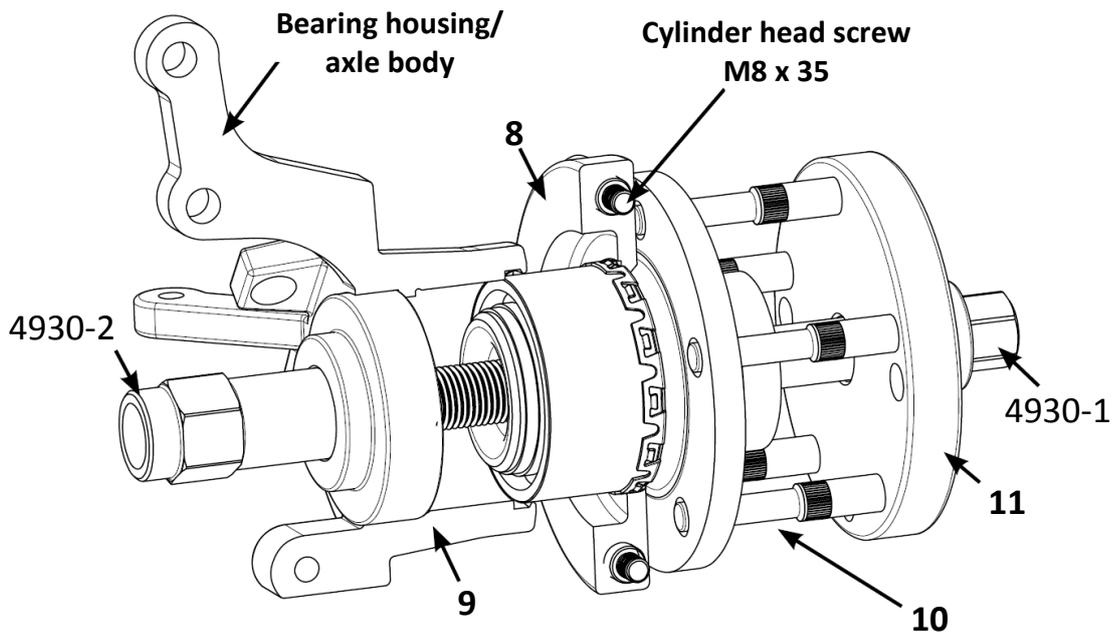


**Do not work on the tools during disassembly.
Lubricate the threaded spindle 4930-1 before use.**

9) Clean out the bearing housing bore

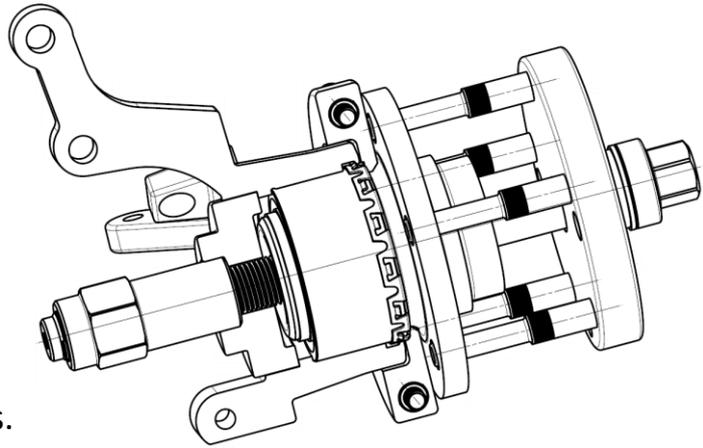
10) Fit the bearing by performing the following assembly:

- Insert the 5 thrust pins (**Mark 10**) into the holes provided for this purpose in the support plate (**Mark 11**).
- Place the two half-rings (**Mark 8**) laterally between the rear side of the wheel hub and the metallic ring then, tighten firmly with both of the pan head M8x35 screws.



- Hold the threaded spindle 4930-1 with the support plate (**Mark 11**) and the 5 thrust pins (**Mark 10**). Insert the assembly outside of the wheel bearing hub. The thrust pins must be pushed beyond the threaded holes of the wheel hub and must come into contact with the front face of the supporting ring (**Mark 8**).
- Position the stop washer (**Mark 9**) on the spindle nut 4930-2.
- Hold the wheel bearing with the support plate (**Mark 11**) and the threaded spindle 4930-1. Insert the assembly into the bearing housing. At the same time insert the stop washer (**Mark 9**) with the spindle nut 4930-2 inside the bearing housing and screw the spindle nut 4930-2 into the the threaded spindle 4930-1.
- Before assembling the new wheel bearing, make sure that it is axially parallel and centered with respect to the bearing housing hole.

- Tighten to the tightening torque: the spindle nut must be secured with a set of tools for screws and nuts (eg box wrench).
- Push the wheel bearing until the security ring engages audibly (see opposite).
- Disassemble the assembled elements.



11) It is mandatory to replace the plastic ring

provided in the kit and to make sure that it is completely attached to the bearing

12) Replace the transmission into the wheel bearing

and use the new nut supplied in the kit, tighten to torque (1st phase: **50 Nm**, 2nd phase: **90°**)

13) The last part of the replacement is done in the reverse order of removal



Recommendations

The plastic ring should always be changed at the same time as the bearing.

Always keep tools clean. Do not use degreasing agents or water to clean because there are corrosion risks.

Follow the manufacturers' assembly procedures as well as their indicated tightening torques

Consult vehicle applications in our online catalogue: <http://lc.cx/catalog-ra>



Use this QR Code to find our online catalogue

**ALWAYS FOLLOW THE VEHICLE
MANUFACTURER'S RECOMMENDATIONS!**

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