

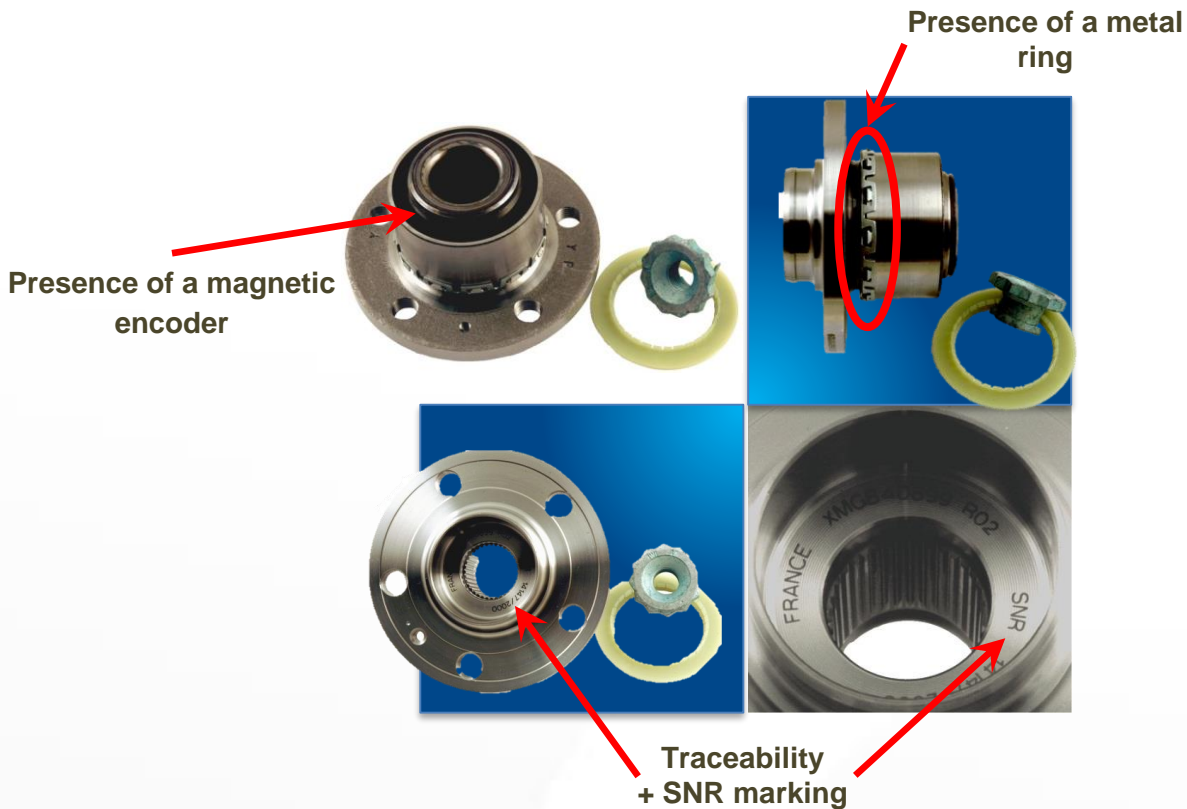


# R157.32

## Removal / Installation recommendations

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

### IDENTIFY THE WHEEL KIT R157.32



 **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.

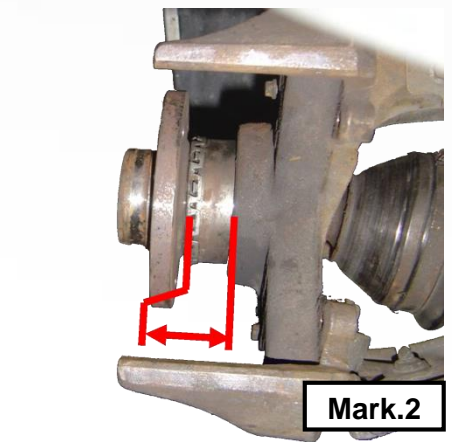
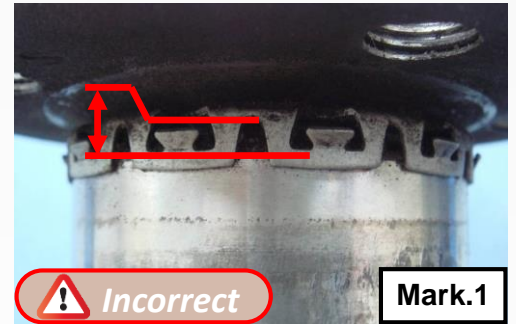
An ABS fault may occur.

#### 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.



## R157.32 REMOVAL & INSTALLATION



NTN Europe recommends specific tools  
CLAS OM 3432



**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**



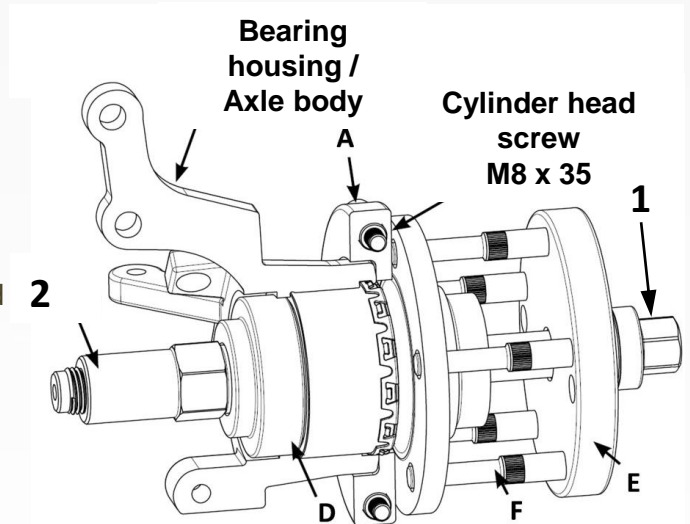
The transmission and the caliper should never hang in the air.

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

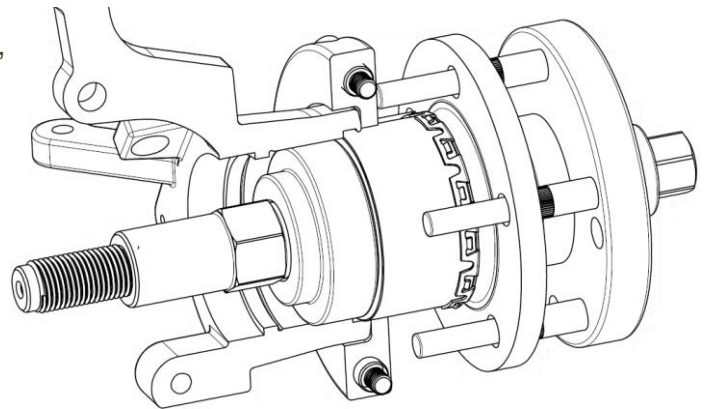


8) Extract the bearing by performing the following assembly:

- 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 (**Mark 2**).
- Position the threaded spindle (**Mark 1**) through the support plate (**Mark 7**).



- Hold the threaded spindle (**Mark 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 (**Mark 2**) inside the bearing guide and screw the threaded spindle (**Mark 1**) into the spindle nut (**Mark 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.



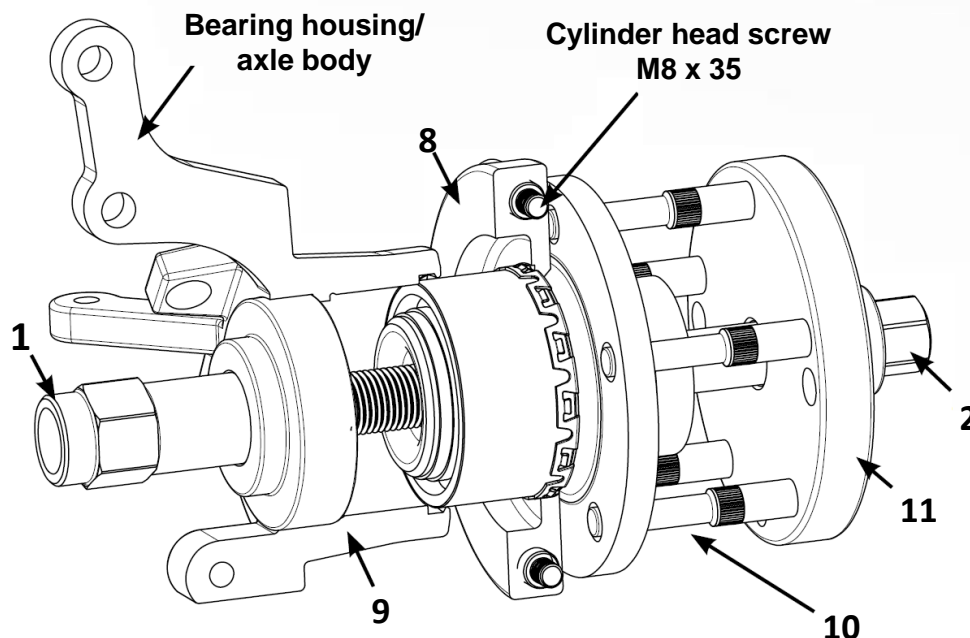
Do not work on the tools during disassembly.  
Lubricate the threaded spindle (Mark 1) before use.



## 9) Clean out the bearing housing bore

## 10) Fit the bearing by performing the following assembly:

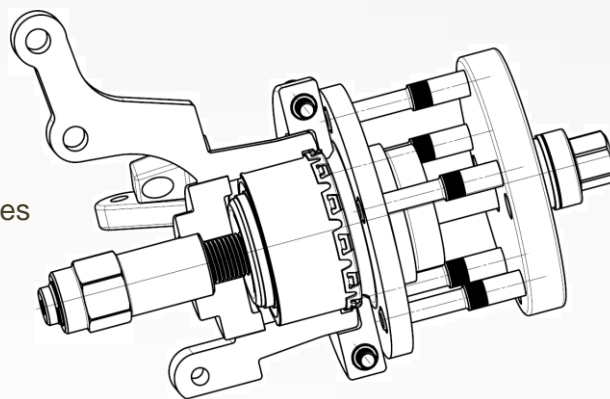
- Insert the 5 thrust pins (**Mark 10**) into the holes provided for this purpose in the support plate (**Mark 11**).
- Place the two half-rings (**Mark 8**) laterally between the rear side of the wheel hub and the metallic ring then, tighten firmly with both of the pan head M8x35 screws.



- 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 (**Mark 2**).
- Hold the wheel bearing with the support plate (**Mark 11**) and the threaded spindle (**Mark 1**). Insert the assembly into the bearing housing. At the same time insert the stop washer (**Mark 9**) with the spindle nut (**Mark 2**) inside the bearing housing and screw the spindle nut (**Mark 2**) into the the threaded spindle (**Mark 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 (1<sup>st</sup> phase: **50 Nm**, 2<sup>nd</sup> 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: [e-shop](#)



Scan this QR code to access our online catalogue.

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

©NTN-SNR ROULEMENTS

The contents of this document are the copyright of the publisher and any reproduction, even partial, is prohibited without permission.

Despite the care taken in preparing this document, NTN-SNR Roulements disclaims any liability for errors or omissions that may slip through, and for losses or direct or indirect damages arising from its use.

