R154.54

R154.54/FR/03/2022

Recommendations for disassembly / assembly

AUDI :	A3 (Série 2, Série 2 FL, Cabriolet) TT Série 2, Q3	OE reference
SEAT:	Alhambra III, Leon II, Altea, Toledo	1T0598611A,
SKODA :	Octavia II, Superb (II et III), Yeti	1T0598611B,
VW :	Caddy(III et IV), Golf(V, VI et VII), Jetta (III et IV), New Beetle II, Passat(VI, VII et VIII), Scirocco, Sharan III, Touran(I,II et III), Eos, Tiguan, CC	3G0598611

CORRECTLY IDENTIFING WHEEL BEARING KIT R154.54

POSSIBLE ISSUES ENCOUNTERED WITH KIT R154.54

PROBLEMS WITH NOISE, VIBRATION AND ABS ISSUES

PROBABLE CAUSES

Leakage issue

Make sure the cap that seals the bearing is fitted correctly.

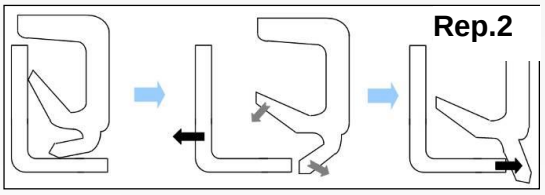
Without the cap or incorrectly fitted cap, pollution can enter the bearing and cause damage to the internal components. **(Rep.1).**

Rep.1

The cap used in kit R154.54 is galvanized and not painted like the original gap. This does not affect its use in any way.

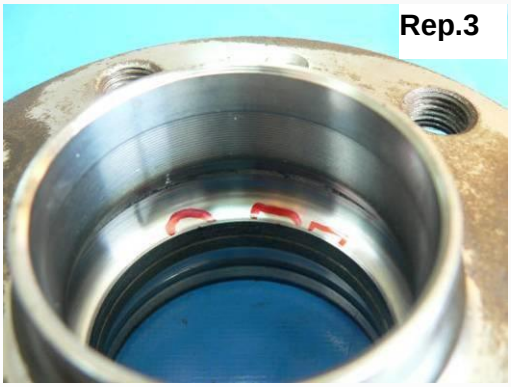
Incorrect tightening of the bolt

- Make sure you observe the hub tightening torque of 180 N.m + 180. Any play in the bearing could cause the seal lip (Item 2) to be damaged.
- Play in the bearing will also cause the bearing to become noisy and damage the raceways of the bearing. Over tightening will cause heat within the bearing causing it to seize and break up (possible wheel loss)



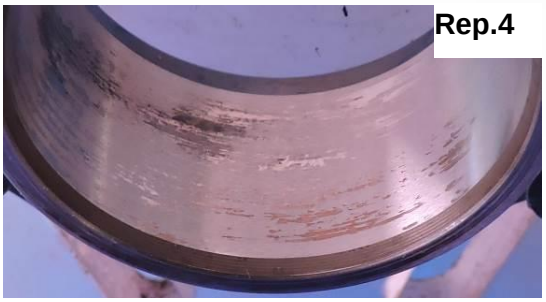
Incorrect assembly

During assembly, force should never be applied to the inner ring of the bearing , this will damage both the raceways and rolling elements.
This damage causes the bearing to quickly become noisy.



Marks on the raceway operating track

If the bearing is subjected to a shock during assembly or force being directed through the steel balls (pushing on the seal), it will leave marks (Item 3) on the raceways, this causes the bearing to become noisy and fail prematurely.



A damaged hub

Check the condition of the surrounding parts and make sure that there are no wear, marks or deformation within the hub that could damage the bearing or allow it to rotate. (Item 4)

Operating a vehicle with a damaged wheel bearing could result in the loss of a vehicles wheel.

Tools required to replace wheel bearing kit R154.54

- **Extractor OE (MP5-404)**

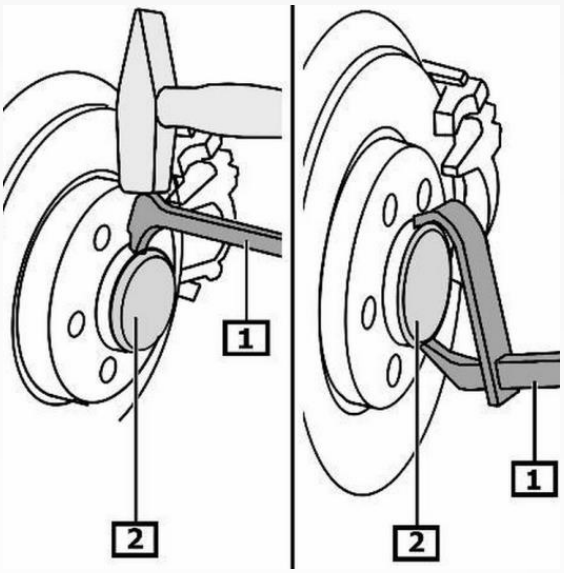
- **OE Sleeve (T10162) Ref. Clas OM 0068 XZN M18 End Cap**
- **Pre-centering sleeve Ref. Clas OM 4217**

It is important that the vehicle manufacturers fitting recommendations and torque settings are closely followed.

Tightening torques
Brake caliper support: 90N.m+90° .
Hub bolts: 180 N.m+180° .
Wheels: 120 N.m

Removal

1) Lift the vehicle and remove the rear wheel
2) Remove the hub cap (2) using the puller (1)
3) Remove the brake caliper and hang it from the frame
4) Remove the brake disc
5) Unscrew the hub screw
6) Remove the wheel bearing

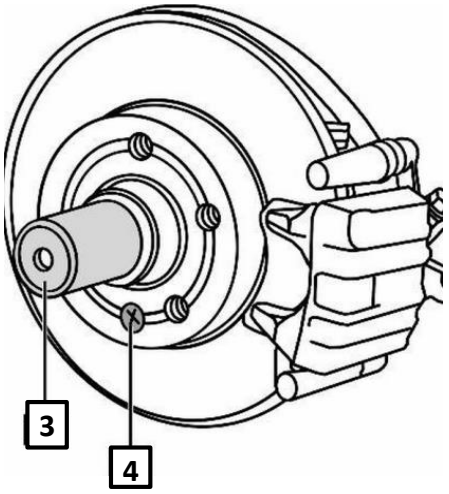


Reminder ! fitting force should only be applied to the outer ring of the bearing and never the middle ring or seal.

Fitment

1) Make sure to clean the stub axle bearings and change the surrounding parts if necessary
2) Install the new wheel bearing using a retractable sleeve (Item 3)
3) Refit the disc and the screw (Item 4)
4) Install the new tightening screw

Tightening torque: 180 N.m+180
Step 1: 180 N.m with the wheel raised
Step 2: 180° with the wheel on the ground



5) The end of the reassembly is done in the reverse order of the removal

It is essential that the new clamping screw provided in the kit is fitted.

Recommendations

The cap must always be changed at the same time as the bearing.

Always keep the tools clean. Do not use degreasing agents or water to clean them, as there is a risk of corrosion.

Observe the manufacturers' assembly procedures and the tightening torques indicated.

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FOLLOW THE RECOMMENDATIONS OF THE VEHICLE MANUFACTURER!