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Service Tips and Best Practices

Best Practices: Import Vehicle Rear Wheel Bearing Repair

Brand	Supreme	Product	Wheel Bearings	Date	September 2021
Part Number(s)	Various				

Many import OEMs continue to use a Generation 1 bearing type pressed onto a wheel hub on the rear wheel end of a vehicle. These may be driven or non-driven axles on FWD, RWD or AWD applications.

To avoid premature and/or repeated bearing failure, and for a successful repair outcome, adhere to the following:

- Prior to removing bearing, perform a wheel hub flange run-out check. Ensure flange is within specifications. If flange is bent or otherwise damaged, replace.
- After removing bearing and if applicable, it is also recommended to verify steering knuckle bore for roundness. Use appropriate bore gauge and determine if bore is within specification. Replace steering knuckle if bore is out-of-round.
- Clean and remove all corrosion, rust, burrs and other debris from all mating surfaces.
- If applicable, replace bearing seals. Reusing a worn seal may allow intrusion of contaminants into the bearing, displacing vital lubricating grease and impacting part performance.
- When pressing bearing onto hub, use the proper procedures and tools. Never apply force to inner race or seal of bearing. Ensure bearing is pressed on evenly and square.
- If replacement bearing seal features an integrated ABS Magnetic Encoder, the Encoder must be installed orientated towards the ABS sensor. Failure to do so will lead to the improper operation of the vehicle's ABS system.
- Do not reuse old hardware. Replace circlips and axle nuts where applicable.
- Always reference the original factory service manual for proper diagnostic, removal and replacement procedures and for all related specifications and values. Only use a calibrated torque wrench for final fastening.

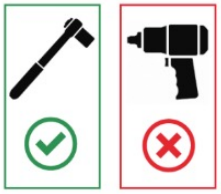




Figure 1. Typical Generation 1 bearing, wheel hub and hardware combination found in the rear wheel end of import vehicles.

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