

WHEEL BEARING & HUB ASSEMBLY

Diagnosis & Repair

What to look for when diagnosing & repairing hub bearing.

Grinding/roaring while in motion

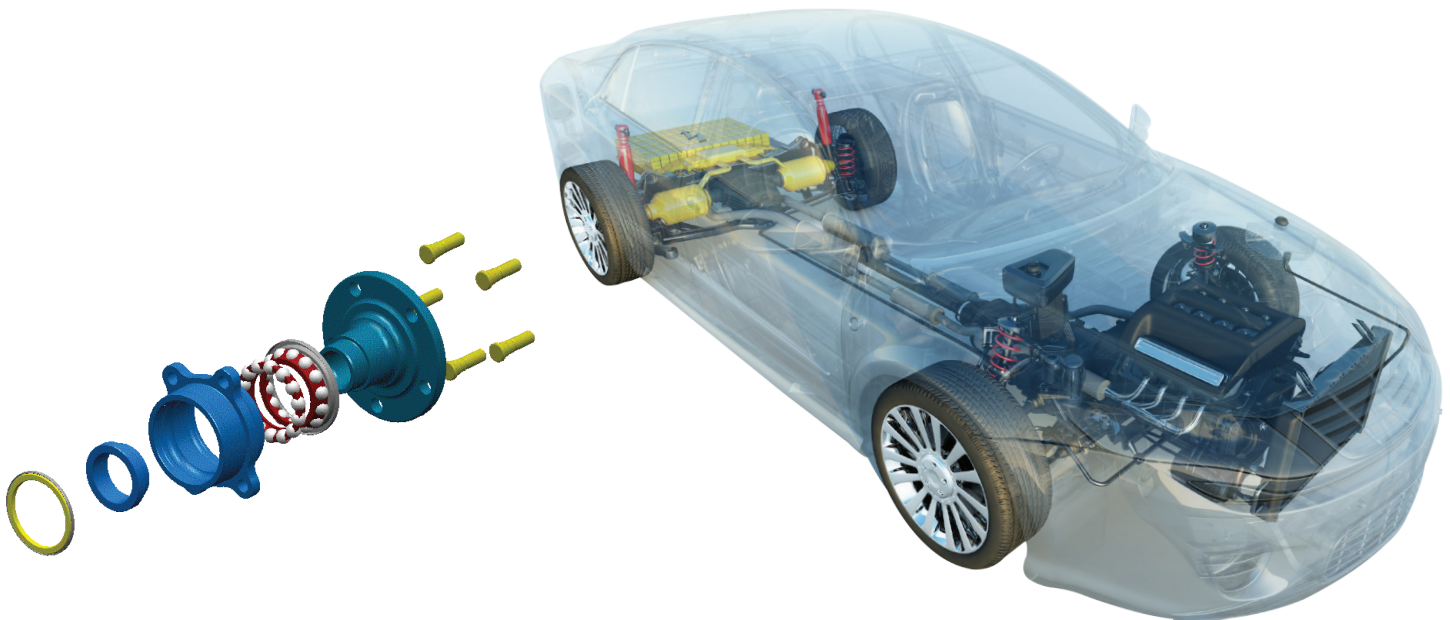
- This often times is because of worn bearings. The damaged to the inner and/or outer race will cause the bearing to flack on either raceway causing the noise during motion.
- Contamination in the grease will break down the ability to protect the bearing's surface. This will also cause the bearing to contact the raceway without any lubrication which will leave heat marks and cause noise during motion.

Wheel wobble and steering wheel vibration

- This is most likely due to tires that aren't properly maintained. Checking the air pressure and rotating and balancing can help solve this problem.
- Worn suspension components also can be the culprit to steering vibration. Be sure to check out the worn ball joints around your major steering area and control arms.
- Also failing hub bearing from improper torqueing can also lead to steering vibration. GMB always recommends that torque specs are followed to the manufacture specs.

Illuminated ABS light/ABS failure

- This can be caused by failure of seal which contaminates ABS sensor with any excessive dirt and/or moisture.
- Not properly wired ABS harness can snap during rotation of the steering wheel.



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Installation Guideline

1. Direct new hub assembly into the steering knuckle and onto the CV shaft. Ensure the hub is aligned properly with the axle shaft splines. Misalignment may result in damage and/or premature failure.
2. Disconnect any sensors that will be in the way of removal of the old part. After installation of the new part make sure to route all sensor wiring to its original position, then reconnect all sensors. Connect the built-in ABS sensor to the vehicle's counterparts, if equipped.
3. Tighten hub mounting bolts (steering knuckle to hub bearing flange) according to the original manufacturer's specifications using an appropriately calibrated torque wrench. **DO NOT** use an impact wrench when loosening or tightening the axle nut.
4. With the vehicle lifted and the bearing assembly unloaded, install and torque the axle nut to the original manufacturer's specifications using an appropriately calibrated torque wrench. **DO NOT** use an impact wrench. Use a new axle nut, if required.
5. Reassemble the brake caliper and rotor making sure to index rotor for minimum lateral runout. Clean components if needed with degreaser. Wipe it down with a clean cloth.
6. Replace the vehicle's wheel and torque lug nuts to manufacturer's specifications using an appropriately calibrated torque wrench. Follow manufacturer's guidelines for bolt tightening.

