

## Dismantling and assembly of a repair insert unit

The removal and installation of the wheel hub may differ depending on the vehicle manufacturer.

We recommend that replacement of the repair insert unit be carried out by qualified personnel only.

**Note:**

In general, the vehicle manufacturers specifications should be followed!

1. Dismantle the wheel hub in accordance with the vehicle manufacturers specifications.
2. Completely clean the stub axle and cover with a clean cloth until the wheel hub is assembled.



**For further information:**

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www.Schaeffler-Aftermarket.com

\*Calls from within the UK 08457 001100

3. Remove the retaining ring with an appropriate tool (e.g. screwdriver).



4. Extract the inner and outer bearings from the wheel hub with a suitable tool (e.g. brass mandrel).



5. Remove inner and outer bearings with seal rings.



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6. Extract both outer rings from the wheel hub.

**Note:**

The wheel hub **must** lie flat on the press!  
If tilted during extraction, this may cause damage to the wheel hub.



7. Clean the wheel hub and completely remove the old grease.

**Important:**

Before installing the new repair insert unit, the wheel hub must be free from grease and dry. Before installing the bearing halves, ensure that the hub is not damaged.



8. Dispose of the transport fastener (**arrow**) of the new repair insert unit (if existent).



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**Important:**

The bearing halves are ready for installation, i.e. assembled and lubricated. They should therefore **not** be dismantled. The O-rings and retaining ring (**arrow**) should **not** be removed!



9. Position inner repair insert unit.

**Important:**

Note installation position! The repair insert units are marked. „In-board“ marking should pointing upwards.



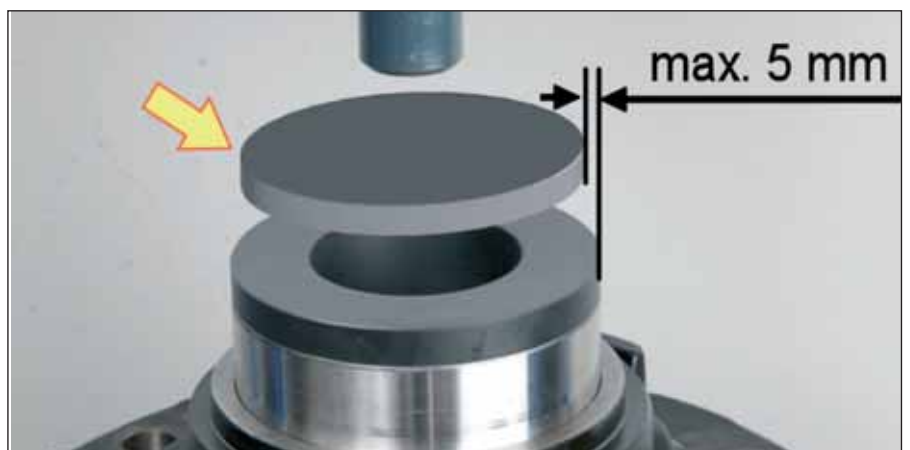
10. Insert the supplied fitting tool in repair insert unit – maximum assembly force **60 KN**

**Important:**

Please use a metal plate between the press and the fitting tool. (**arrow**)

**Note:**

Do not mount bearings with hammer!



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**Important:**

After pressing in the inner repair insert unit, check the fit of the O-ring (**arrow**).



11. Position the outer repair insert unit.

**Important:**

**Note installation position!**

The repair insert units are marked.

„Outboard“ marking should be pointing upwards.

Check correct fit of the seal ring (**arrow**), (if existent).



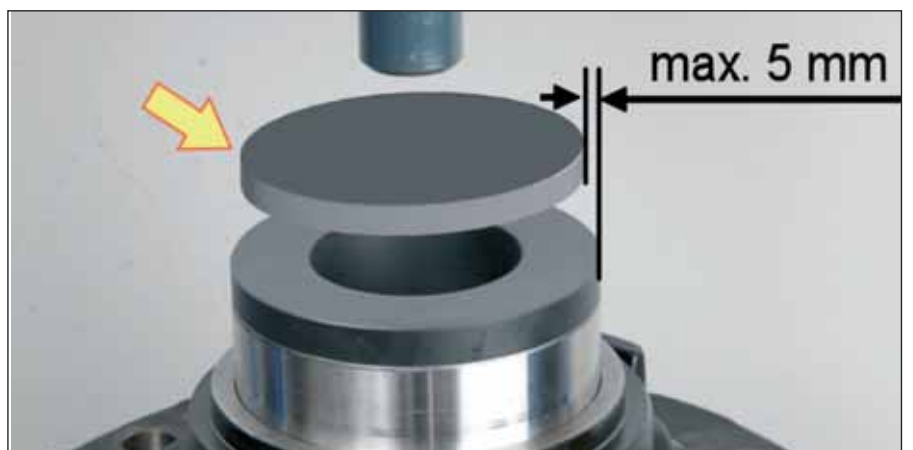
12. Insert the supplied fitting tool in outboard bearing half – maximum assembly force **60 kN**

**Important:**

Please use a metal plate between the press and the fitting tool. (**arrow**)

**Note:**

Do not mount bearings with hammer!



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13. Engage retaining ring with a plastic wedge or similar.

**Important:**

The retaining ring will engage with a quiet clicking sound.

Only then have both bearing halves been connected.



14. Check the correct fit of the retaining ring.

**Note:**

If assembled correctly, the retaining ring sits in the groove designated and can turn freely.



15. Install the wheel hub in accordance with the vehicle manufacturers specifications.

**Important:**

The axle stub must be completely free of dirt and greased with a fitting paste.

Appropriate spare parts can be found in our on-line catalogue at [www.Schaeffler-Aftermarket.com](http://www.Schaeffler-Aftermarket.com) or in RepXpert at [www.RepXpert.com](http://www.RepXpert.com).

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Technical subject to change  
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