TECHINFO
DIRECTION TECHNIQUE & MARKETING

WHEEL

R140.17
Disassembly/assembly recommendations

CITROËN:	Jumper (I and II), Relay (I and II)	OE reference (bearing) 1347527080, 1328046080, 1606375080
FIAT:	Ducato, Ducato (made in Russia)	
PEUGEOT:	Boxer (I and II)	

IDENTIFICATION OF NTN-SNR WHEEL KIT R140.17

Traceability:
SNR FC.41544.S01

NTN. SNR

COMMON PROBLEMS

PROBLEMS WITH ROLLING NOISE AND BEARING DAMAGE

Probable causes

Incorrect installation of the bearing

Misalignment problems can occur when installing the hub.

It is easy to get the hub misaligned when trying to press it back into the bearing, when the misaligned hub is pulled back out of the bearing centre ring, it causes the metal assembly ring to come out of the retaining grooves. When the hub is then pressed back in, there is the risk of squeezing the flanks of the assembly ring against the small faces of the inner races, the metal retaining ring then becomes crushed between the small faces of the inner races. As the driveshaft nut is tightened the retaining ring is crushed between the small face of the inner races **(no.1)** this causes cracks and small pieces of metal to break off the edge of inner races. **(no.2)**.

These small pieces of broken metal then find their way into the bearing raceways, this soon results in a noisy bearing and eventually the premature failure of the bearing.

⚠️ **This incorrect fitment will result in a large amount of play in the bearing resulting in play at the wheel. The bearing normally becomes very noisy after only a short amount of use. This is accompanied by a risk of a total bearing failure and possible damage to the hub and surrounding parts**

⚠️ **The tightening torque for the transmission bolt is 450 Nm.**

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REPLACEMENT

Special tools
Hydraulic press.

Safety precautions
Always replace corroded or damaged nuts and bolts.

Tightening torques
- Wheel speed sensor bolt **(no.1)**: **8 Nm**
- Drive shaft nut(s) **(no.4)**: M28 **450 Nm**
- Steering tie rod ball joint on the kingpin **(no.5)**: **75 Nm**
- Bolt – lower ball joint **(no.7)**: **99 Nm**
- Strut **(no.12)**: On the frame **53 Nm**, kingpin **210 Nm**
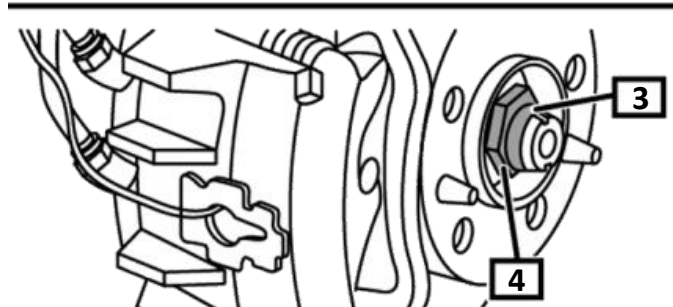- Wheel fasteners: M14 **160 Nm** ; M16 **180 Nm**

REMOVAL

1) **Raise the vehicle and remove the front wheels**
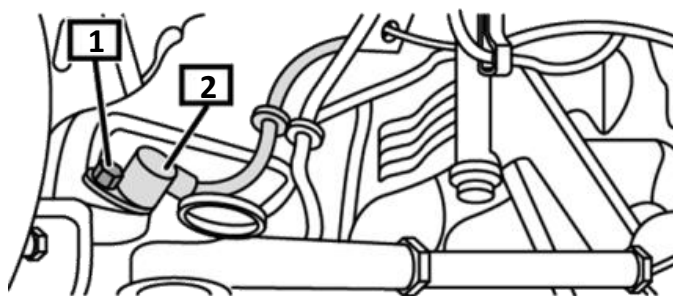
2) **Remove the wheel sensor bolt (no.1)**
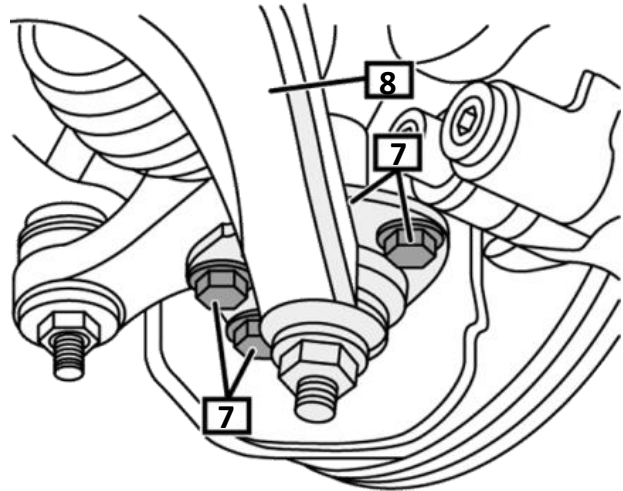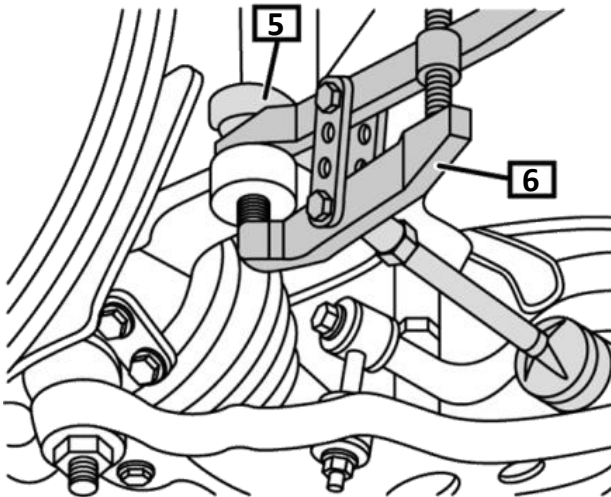
3) **Remove the speed sensor (no.2)**

4) **Disengage the drive shaft nut retainer tab (no.3)**

5) **Remove the drive shaft nut (no.4)**

6) **Remove the brake** calliper and brake disc

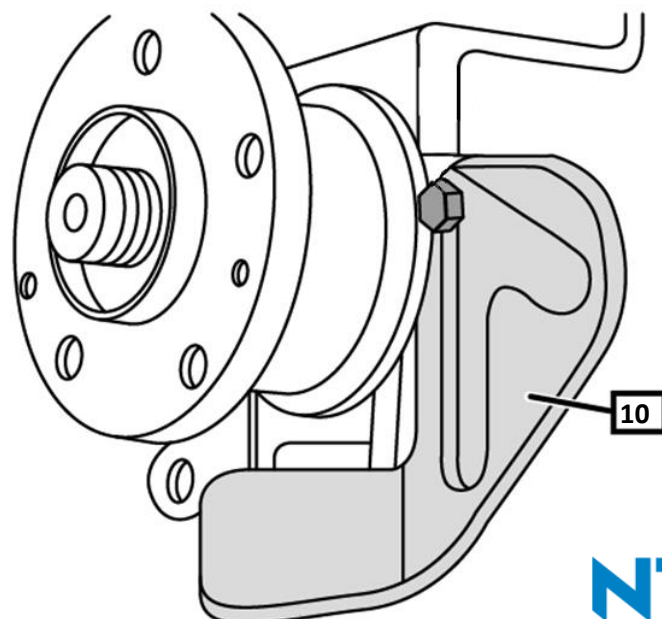**7) Use a ball joint splitter to remove the steering ball joint from the stub axle (no.5)**

Special tool required: Ball joint splitter **(no.6)**: OE 1847038000

8) Remove the bolts from the lower joint (no.7)
to release the control arm **(no.8)**

9) Remove the lower ball joint from the stub axle

10) Remove the back plate (no. 10)

11) **Remove the bolts from the strut (no.11)**

12) **Separate the strut from kingpin (no.12) and (no.14)**

13) **Remove the kingpin (no.14)**

14) **Remove the brake line bracket (no.13)**

15) **Carry out the bearing replacement**
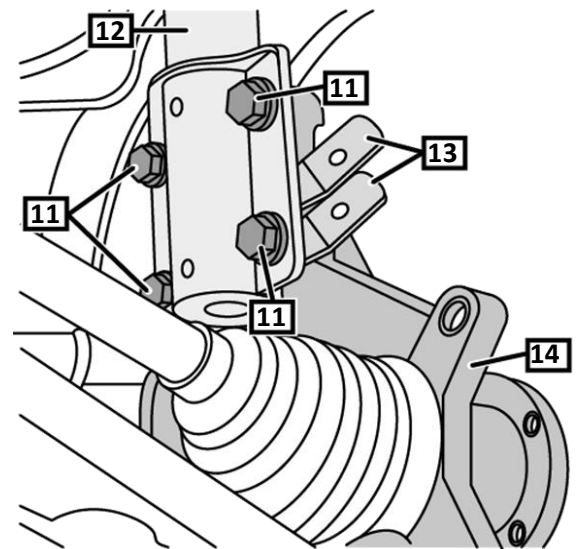
RE-INSTALLATION

After having installed the bearing, install the remaining components in the reverse of the order in which you removed them

Recommendations

Carefully follow the fitment instructions, only use the correct tools for this job and make sure all the new parts supplied in the kit are fitted.

Follow the vehicle manufacturer's installation procedures and only apply the specified tightening torques.

When replacing the kit, refer to the technical data sheet "Wheel bearing installation/removal"
available on our website: **http://www.ntn-snr.com/portal/site/fr-fr/index.cfm?page=/portal/home/documentation#autoaftermarket_20**

Refer to the vehicle applications in our online catalogue: **eshop.ntn-snr.com**

Scan this QR code to access our online catalogue.

FOLLOW THE RECOMMENDATIONS OF THE VEHICLE MANUFACTURER.