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#1

VW GTI Forum / VW Rabbit Forum / VW R32 Forum / VW Golf Forum - Golfmkv.com > Technical Discussions > DIY + Maintenance + Tips/Tricks DIY: Front Wheel bearing / hub install

Flash



Page 1 of 4 1 2 3 4 >

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12-30-2009, 09:20 PM

### <u>piston</u> Options ----



Join Date: May 2009 Location: Seattle Posts: 532

#### DIY: Front Wheel bearing / hub install

I hit a curb and the passenger side wheel started to make an odd humming/moaning noise around 40-60mph. It was intermittent and hard to pin point but since I recently hit the passenger side front wheel on a curb, I suspected that was the source of this noise.

After some research, I found out that my wheel bearing/hub was the most likely cause.

I jacked up the car and tried pulling the tire at the 12 & 6 o'clock positions but the tire did not move.

After removing the tire and the brake calipers, I could move my rotor in/out about 1/4 of an inch. After removing the wheel bearing/hub, I found it had the 1/4 play.

So, when I was rolling, I suspect it was intermittently hitting the brake pads causing this humming/moaning sound.

Nevertheless, if you suspect that your wheel bearing/hub may be bad, in addition to the 12 & 6 o'clock pull test, also try removing the brake calipers and see if the rotor can be moved in/out. It should have no play at all.

I picked up a replacement wheel bearing/hub assembly from DBC Performance for about \$85 shipped. \*Even though the picture shows an axle bolt, they do not include an axle bolt so order one. I believe they sell the 12 point head holt

http://www.dbcperformance.com/produc...0498621kmm.htm

Ok, on to the DIY.

\*I only did the passenger side so the driver side may be different but this should provide some guidance.

\*Please make sure to use a torque wrench to secure all bolts.

You can get a new axle bolt from your dealer for about \$10 N91040601 - this is the standard hex bolt. WHT002795 - this is the 12 point bolt head

4 new triple square bolts for new wheel bearing/hub - about \$15 after tax from the dealer 4D0505445

# Required tools:

21mm Socket - for removing brake calipers 12mm triple square socket/bit - to remove 4 rear bolts on wheel bearing/hub T30 socket/bit - to remove rotor from hub

27mm socket - to remove axle bolt

\*\*\* Some have a standard hex bolt and some have a 12 point bolt head. Make sure to check your specific vehicle.

3 inch extensions for ratchet

Rubber mallet - to pound out axle from wheel hub(not shown in picture) Torque wrench with capable range from 35-150 ft lbs.

A breaker bar to remove a seized axle bolt - these usually only come in 3/4 socket size so a 3/4 to 1/2 reducer will be needed.



### Removal:

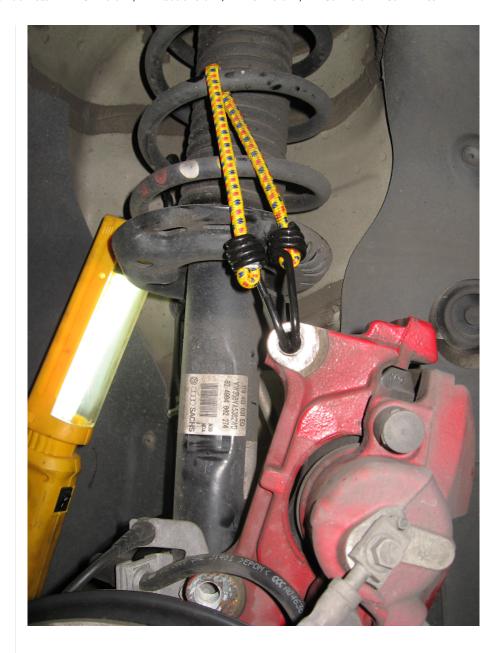
- \*\* Remove wheel and remove center cap. This is required to have access to the axle bolt with the wheel fully installed. Install wheel back on car and lower to ground.
- 1. Loosen axle bolt and turn it 1/4 turn MAX.
- 2. Jack car up and remove the wheel.
- \*Make sure to use some jack stands to hold up the car. Jacks are not stands. \*\*
- 3. Remove axle bolt
- 4. Using some sort of solid pole(I used one of my old ratchet wrench handles), pound on the axle inside the wheel hub red area in picture. When it starts to move in, you will start to see the axle thread guides/teeth.



Pound it out enough that you can grasp the axle from the rear and pull on it to tilt it toward the front or rear. I couldn't completely remove it so I left it partially near the end of the wheel hub but it gave me enough remove to remove the 4 triple square bolts to remove the wheel bearing/hub.



5. Remove the 2 brake caliper mounts held on by 21mm bolts. Once you get the two bolts off, secure the brake calipers so they aren't hanging by the brake line. I used a bungee cord to hang it from my springs.



- 6. Remove the small rotor bolt using the T30 socket/bit that secures it to the wheel hub.
  \*If the rotor will not come off, pound it off after removing the wheel bearing/hub assembly.
- 7. Using the 12mm triple square socket, remove the 4 bolts on the rear of the wheel bearing/hub. I had to tilt the axle toward the rear to get the two front bolts off then tilt it toward the rear to remove the two front bolts. Once the 4 bolts are remove, the wheel bearing/hub assembly will come out.

## Install:

- 1. Install wheel bearing/hub assembly. Torque the 4 triple square bolts to 80 ft lbs.
- 2. Put some grease inside the wheel hub teeth to help the axle slide in easily in to the hub.
- 3. Slide the axle into the hub. It may take some wiggling but it should slide in nice and easy once the teeth guides are matched up.
- 4. Install the axle bolt and tighten it enough to secure the axle but do not fully tighten.
- 5. Mount the brake calipers. Torque to 140 ft lbs
- 6. Mount the rotor. Torque bolt to 35 ft lbs.
- 7. Tighten axle bolt to about 120 ft lbs.
- 8. Install wheel. Lower car.

9. Tighten axle bolt to 148 ft lbs.



Last edited by piston; 12-31-2009 at 01:27 PM.











<u>plac</u> GTI Master

Drives: 2011 VW GTI DSG Join Date: Mar 2006 Location: SF Bay Area, CA Posts: 3,958



Dude that DIY is epic. Nice job. I never knew a bearing job was so easy.

GTI #5 | LastHumansGarage TheLastHumanOnEarth

APR K04 | Unitronic DSG Stage 2 | Ultimate Racing Downpipe | S3 Intercooler | Powerslot Rotors | Stoptech Pads | Unibrace UB | LED Tails





#<u>3</u>

#<u>2</u>

12-30-2009, 09:26 PM

ruffellprefley get it?

good info. i'm probably going to have to do this soon. thanks for the DIY!

#<u>4</u>



Drives: 2008 2dr CW GTI Join Date: Feb 2008 Location: Portland, OR Posts: 6,205



### russellpresley.com







12-31-2009, 08:50 AM



Drives: 2009 MKV GTI Join Date: Jun 2008 Location: Illinois Posts: 2,452

Excelent work man. Glad everything went well. You will be helping countless people with this DIY. Awesome job!

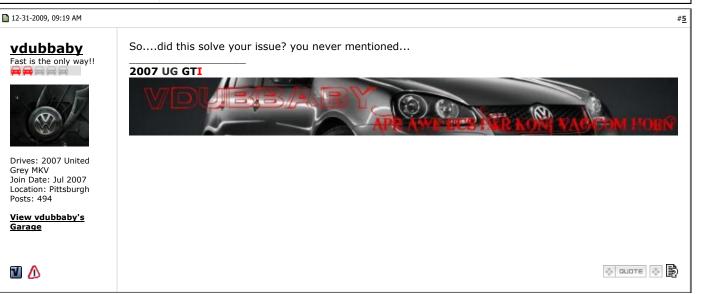
### 2008 CW MKV R32

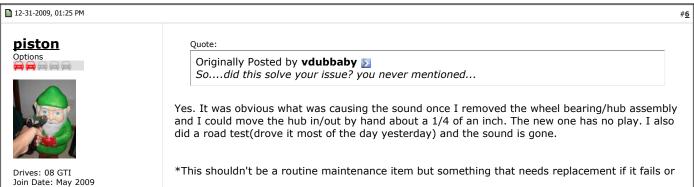
BlackHawk Farms Raceway - Gingerman Raceway - Autobahn Country Club ( North and South )











Location: Seattle Posts: 532

is damaged.

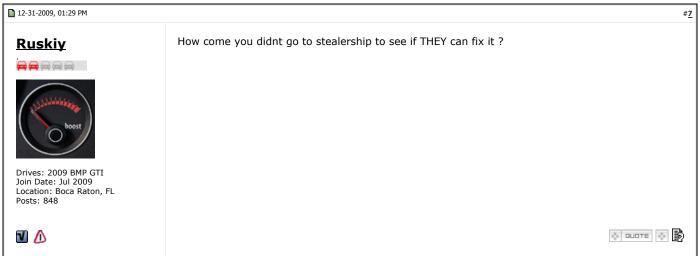
Make sure you have all the tools listed and rachets that have good leverage. My breaker/sliderbar and torque wrench are 18 inches long.

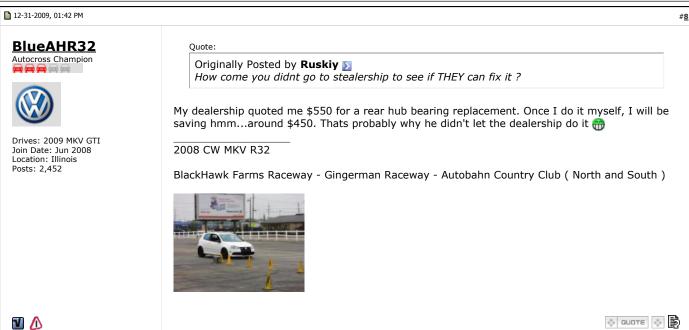
I had to jack the car up a little higher than normal to get some room under the wheel well to get my long wrenches to fit to get leverage on the brake caliper bolts and the 4 wheel bearing/hub bolts.

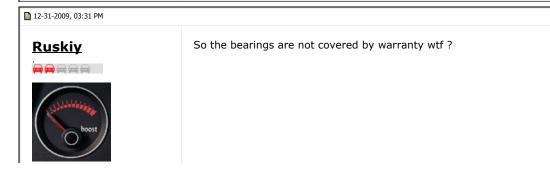












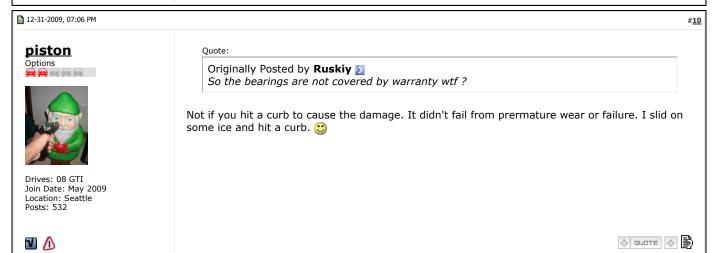
#<u>9</u>

Drives: 2009 BMP GTI Join Date: Jul 2009 Location: Boca Raton, FL

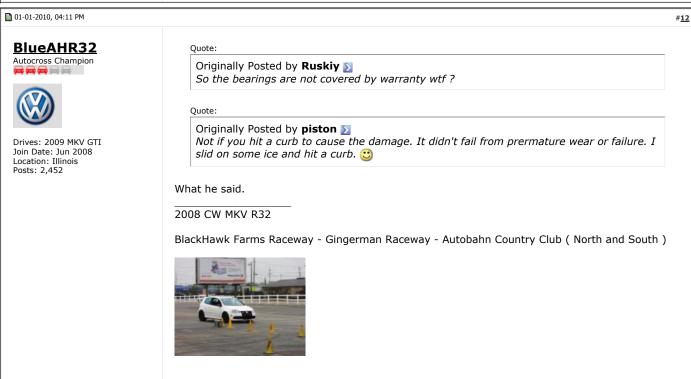
Posts: 848



















1 01-01-2010, 04:43 PM

#<u>13</u>

<u>plac</u> GTI Master

Drives: 2011 VW GTI DSG Join Date: Mar 2006 Location: SF Bay Area, CA

GTI #5 | <u>LastHumansGarage</u> <u>TheLastHumanOnEarth</u>

bearings, thus they wouldnt be covered.

APR K04 | Unitronic DSG Stage 2 | Ultimate Racing Downpipe | S3 Intercooler | Powerslot Rotors | Stoptech Pads | Unibrace UB | LED Tails

ah i thought the dealer might say since youre chipped, you have a lot more force on your

Posts: 3,958





#<u>14</u>

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1 01-03-2010, 12:37 PM

BlueAHR32 **Autocross Champion** 



Drives: 2009 MKV GTI Join Date: Jun 2008 Location: Illinois Posts: 2,452

Quote:

Originally Posted by plac [5]

ah i thought the dealer might say since youre chipped, you have a lot more force on your bearings, thus they wouldnt be covered.

Wheel bearings are typically wear and tear items that wouldnt be covered by a warranty. Then again if your actual hub bearing fails after say a few thousand miles after buying the car brand new, that should be replaced under warranty seeing as there is no excuse for that. But if you manage to strip the bolt holes on the hub, like I did, there is no one to blame but yourself so no warranty would cover that.

2008 CW MKV R32

BlackHawk Farms Raceway - Gingerman Raceway - Autobahn Country Club ( North and South )







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#15

101-03-2010, 12:52 PM

argue53 FIA GT Champion

Drives: 08 Black 5sp Rabbit Join Date: Oct 2008

Location: North NJ Posts: 1,251

good info

**Bryant** 

08 Black Rabbit, 2 door, 5 spd, 17in Kartho rims on Toyo Proxies, 16in Steelies on Conti Winter tires, Eibach springs, GTI brake upgrade, res & mid muffler delete, BSH intake, K&N filter, Polyurethane Torque Arm insert, Votex bodykit, R32 tails, tinted windows, H7 bulbs, LED strips, smoked sidemarkers, Prem 7HU, 12in JL Audio Sub/ Orion amp, Custom interior, gutted out rear, stubby antenna, VAG'd...



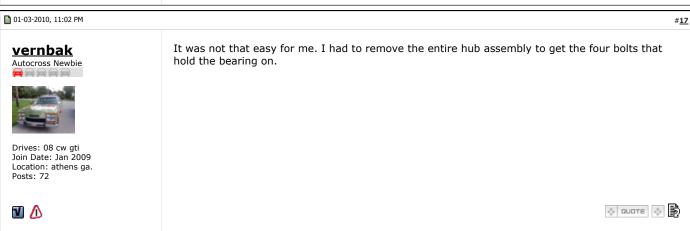
#<u>16</u>













101-05-2010, 09:22 PM

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Drives: 08 GTI Join Date: May 2009 Location: Seattle Posts: 532



Some additional info that may be useful/informative.

http://www.vwgticlub.co.za/forum/vie...php?f=3&t=3047

http://www.swankmonkey.com/vw/jetta/2006/suspension/

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#<u>20</u>

101-06-2010, 12:22 AM

# BlueAHR32 **Autocross Champion**



Drives: 2009 MKV GTI Join Date: Jun 2008 Location: Illinois Posts: 2,452

Quote:

Originally Posted by piston [3]

Some additional info that may be useful/informative.

http://www.vwgticlub.co.za/forum/vie...php?f=3&t=3047

http://www.swankmonkey.com/vw/jetta/2006/suspension/

I see you used my suspension install link. Glad that helped . Good find with the first link though, I never came across that one.

2008 CW MKV R32

BlackHawk Farms Raceway - Gingerman Raceway - Autobahn Country Club ( North and South )







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#<u>21</u>

<u>piston</u> Options

☐ 01-06-2010, 03:29 PM



Drives: 08 GTI Join Date: May 2009 Location: Seattle Posts: 532

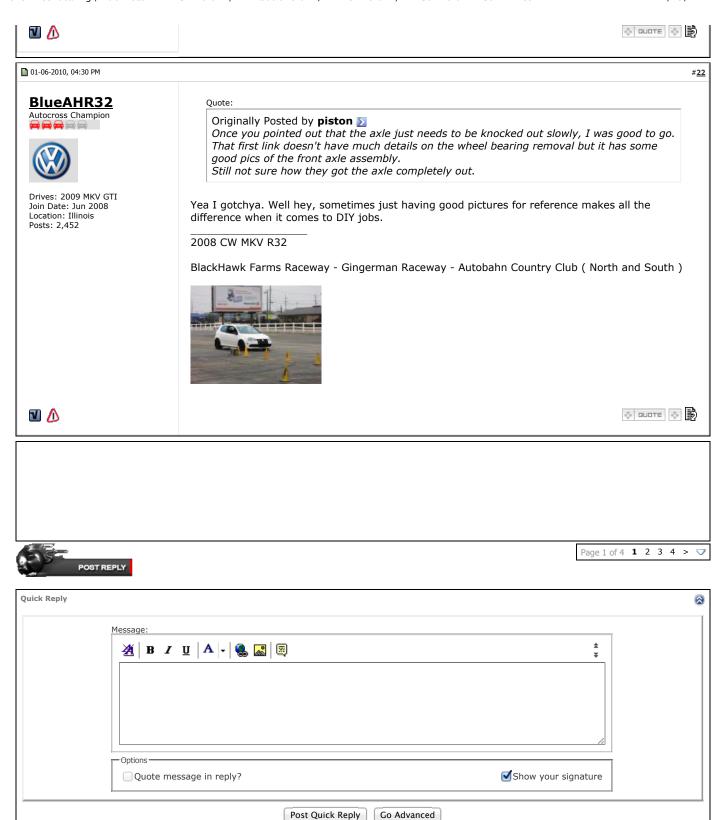
Quote:

Originally Posted by BlueAHR32 >>

I see you used my suspension install link. Glad that helped . Good find with the first link though, I never came across that one.

Once you pointed out that the axle just needs to be knocked out slowly, I was good to go. That first link doesn't have much details on the wheel bearing removal but it has some good pics of the front axle assembly.

Still not sure how they got the axle completely out.



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