

Wheel Bearings



Correct installation of type 2.1 Bearings

FBK809, FBK994, FBK1063, FBK1092, FBK1097, FBK1101, FBK1113, FBK1171, FBK1173, FBK1198, FBK1199, FBK1216

WBTB 0001



Fig 1

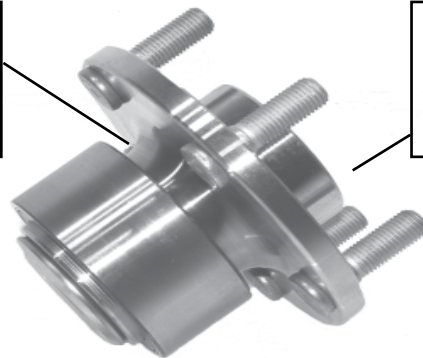
Whilst the Type 2 bearing (single flange hub fig 1) has been in use for some time now, a newer version has become increasingly common in the market place.

This is the Type 2.1 bearing (as shown in fig 2). Where this type of bearing differs is that the wheel flange is integral with the inner races of the bearing.

Typically used on drive axles, the 2.1 bearing is found on some of the most popular vehicles in Europe, such as the Ford Focus and VW Polo.

There are 2 points to note on this design of bearing.

Press in bearing using outer race



DO NOT APPLY LOAD TO WHEEL FLANGE!

Fig 2

1.) Firstly, the wheel flange **CANNOT** be used to press the bearing into the vehicle knuckle.

Any load placed on the flange is transferred directly to the inner races of the bearing which can lead to spalling or separation of the races.

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A special tool is required for the fitment of this bearing, which applies the load to the outer race, ensuring the bearing is fitted correctly and without damage.

Ensure locking ring is fully located into knuckle.

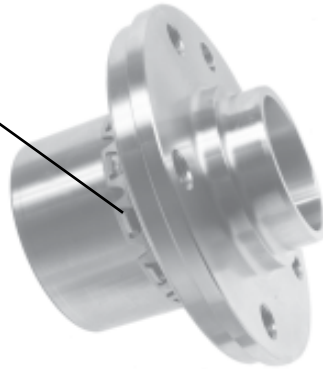


Fig 3

2.) Some versions of this bearing are fitted with a locking ring around the outer race of the bearing. (fig 3)

This ring is designed to locate the bearing correctly and will clip into a groove once the bearing is pressed fully into the knuckle.

Failure to locate the bearing correctly can lead to premature failure and on ASB variants of the bearing, result in an intermittent or total loss of wheel speed signal.

This would result in the anti-lock braking, traction control or similar systems not functioning correctly.