

Workshop 46

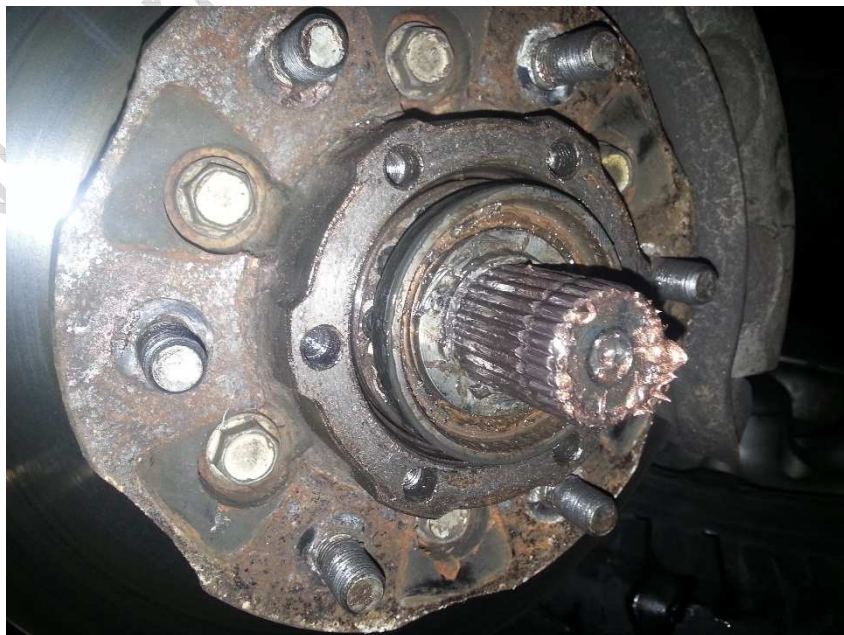
Changing the Front Wheel Bearings on a Terrano/Maverick

Start by jacking up the car and securing it with a set of axle stands, remove the wheel and then either get someone to sit in the car and hold their foot on the brake pedal or chock the pedal using a suitable item, I use a 6D Maglite and pull the chair forward.

You will then need a Size 6 Allen key and proceed to remove the 6 bolts holding the Auto Hub on, whilst this is off, take the opportunity to grease it up inside.



Once it is off you will then need to remove a circlip and some other washers held on the shaft.



****Photos and text by Banshee****

Please note, the Nissan 4x4 Owners Club or its owner(s) can not be held responsible for any damage or injuries sustained while using this information. We advise work is always carried out by a competent mechanic only.

You'll need a good quality set of circlip pliers to remove it, wear eye protection and take care not to let it ping off when you have it free as you will never find it again (trust me)



Once that has been removed, slide off the threaded washer and 2 rings behind it and make a note of the order and position they were in before removed ready for re-assembly



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Once they have been removed there will be another ring that will be held in position by 2 small crosshead screws, remove these and remove the ring



Once you have removed the above, you will then be able to use the head of your screwdriver in one of the holes in the threaded washer that holds the outer bearing in position, turn ant-clockwise and remove.



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Your Hub should now be free and the only thing keeping it in place should be your brake calliper, go back inside the truck and either get your helper to loose the brake or remove your chock. Then continue to remove the 19mm bolts holding the calliper to the hub, once the hub is free support it somewhere where it will not fall causing damage to the brake line that is attached **(Do not bend or spin the calliper whilst brake line is still attached)**



Now pull the hub complete with the disc from the car, the inner bearing will be loose and should come out by hand.



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To remove the outer bearing you will have to knock the oil seal out, this can be achieved using a blunt object such as a flat head screwdrivers with some kitchen roll wrapped around it, this will allow re-use of the seal if one hasn't been provided in the wheel bearing kit you have purchased. Once you have removed this, the outer bearing will also drop out, this is the larger of the two bearings.



At this point examine the races, mine have been unblemished and I have left them in before however this time I removed them, again working them out with a blunt object, this can be very tough.



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Insert the new races, and bearing apply a liberal amount of grease and re-install components as per removal.

2 considerations should be made when re-attaching everything;

1. Ensure the circlip is sitting back in its groove
2. When tightening up the threaded ring that holds the inner bearing in place, tighten only with the end of the screwdriver using one hand as tight as possible then back it off slightly so as not to squash the bearing

Any issue when doing the job PM me (Banshee) and I will respond.

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