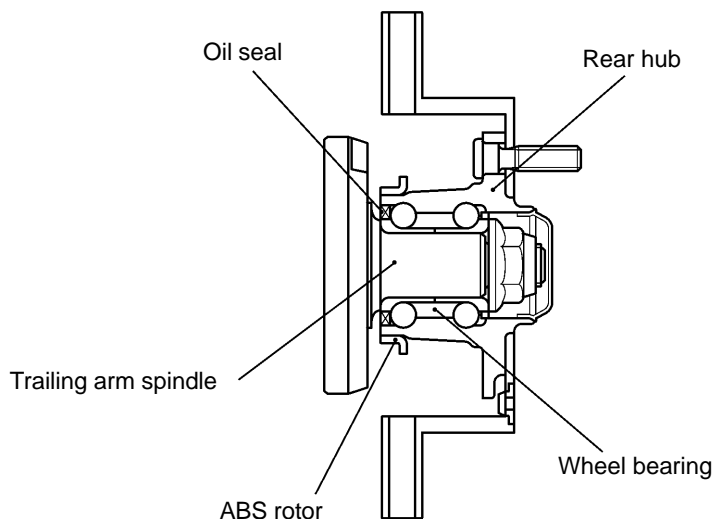


GENERAL

OUTLINE OF CHANGE

The service procedure has been established due to the adoption of the rear disc brake. <VR-X>

STRUCTURAL DIAGRAM



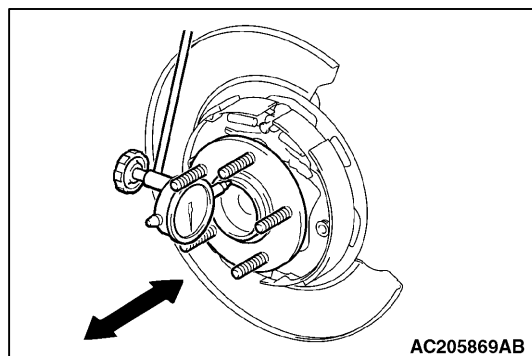
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SERVICE SPECIFICATION

Item	Limit
Wheel bearing rotary-sliding resistance N	19 or less

SEALANT

Item	Specified sealant	Remark
Hub cap	3M ATD Part No.8663 or equivalent	Semi-drying sealant



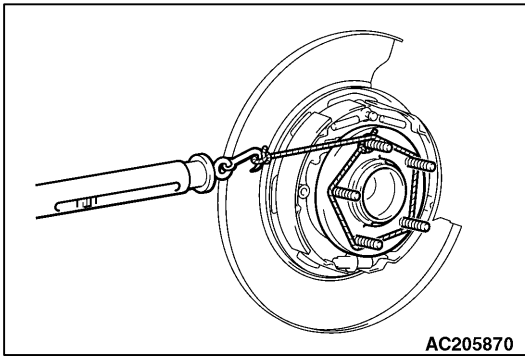
ON-VEHICLE SERVICE

WHEEL BEARING AXIAL PLAY CHECK

1. Remove the caliper assembly, and suspend the caliper assembly with a wire and remove the brake disc.
2. Check the bearing's axial play. Place a dial gauge against the hub surface; then move the hub in the axial direction and check whether or not there is axial play.

Limit: 0.05 mm

3. If the axial play exceeds the limit, the self-lock nut should be tightened to the specified torque 175 ± 25 N·m and check the axial play again.
4. Replace the rear hub assembly if an adjustment cannot be made to within the limit.



WHEEL BEARING ROTARY-SLIDING RESISTANCE CHECK

1. Remove the caliper assembly, and suspend the caliper assembly with a wire and remove the brake disc.
2. After turning the hub a few times to seat the bearing, wind a rope around the hub bolt and turn the hub by pulling at a 90° angle with a spring balance. Measure to determine whether or not the rotary-sliding resistance of the rear hub is at the limit value.

Limit: 19 N or less

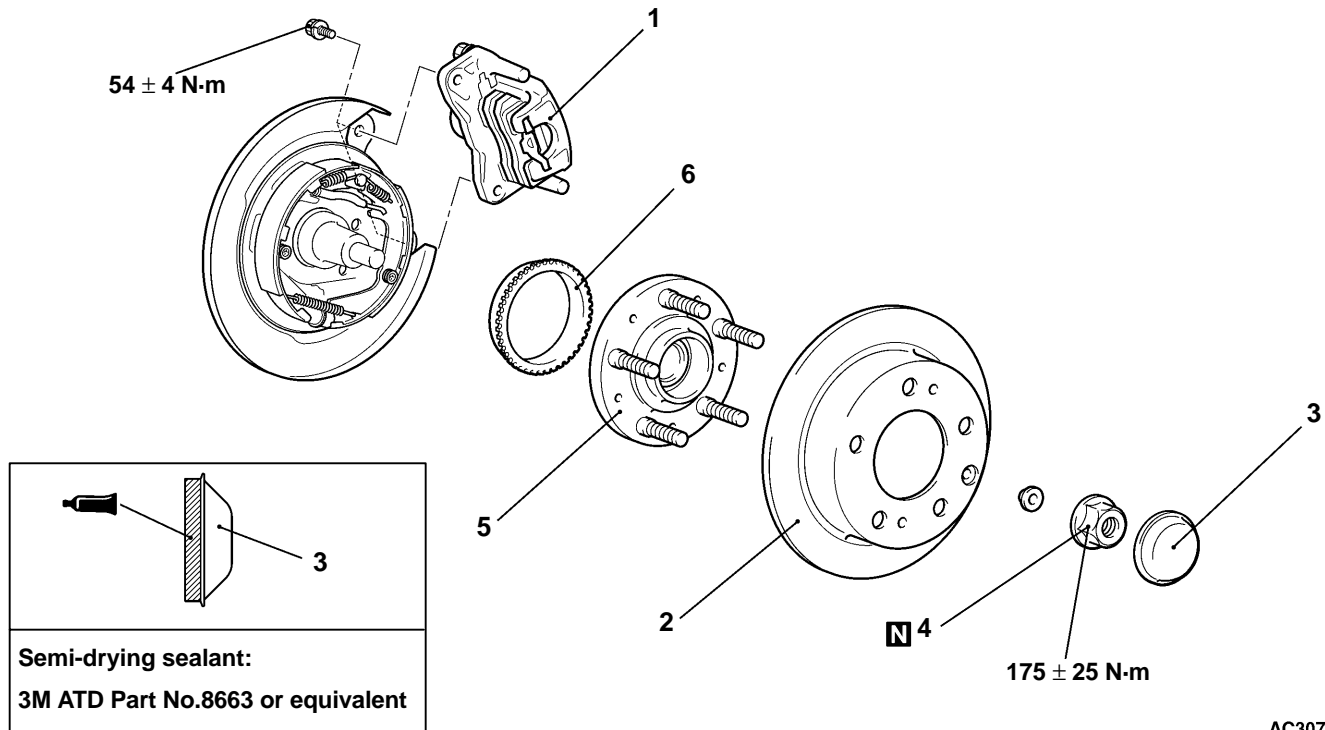
3. If the limit value is exceeded, loosen the flange nut and then tighten it to the specified torque 175 ± 25 N·m and check the rear hub rotary sliding resistance again.
4. Replace the rear hub assembly if an adjustment cannot be made to within the limit.

REAR HUB ASSEMBLY

REMOVAL AND INSTALLATION

Caution

- For the vehicles with ABS, care must be taken not to scratch or damage the teeth of the ABS rotor. The ABS rotor must never be dropped. If the teeth of the ABS rotor are chipped, resulting in a deformation of the ABS rotor, it will not be able to accurately detect the wheel rotation speed, and the system will not function normally.
- The rear hub assembly should not be dismantled.
When removing the rear hub assembly, the wheel bearing inner race may be left at the spindle side.
In this case, always replace the rear hub assembly, otherwise the hub will damage the oil seal, causing oil leaks or excessive play.



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Removal steps

- ◀A▶ 1. Caliper assembly
2. Brake disc
3. Hub cap
◀B▶ ▶B▶ 4. Self-locking nut

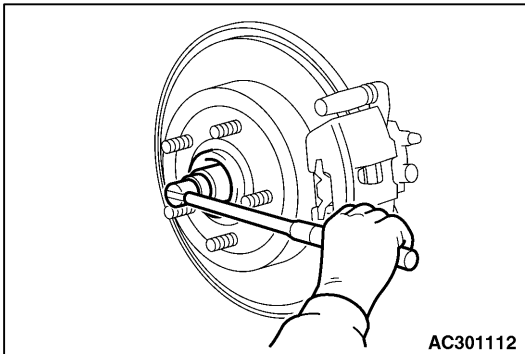
- ◀C▶ ▶A▶ 5. Rear hub assembly
6. ABS rotor <Vehicles with ABS>

REMOVAL SERVICE POINTS

Service procedures other than the following are the same as before.

◀A▶ CALIPER ASSEMBLY REMOVAL

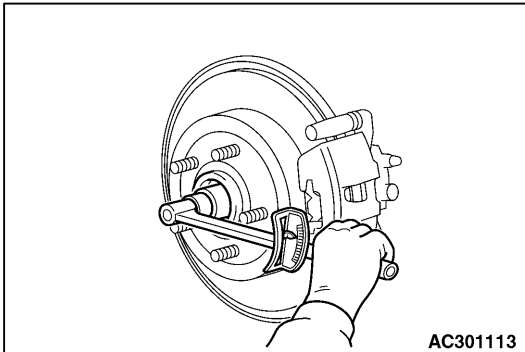
Secure the removed caliper assembly with wire, etc.



◀B▶ SELF-LOCKING NUT REMOVAL

Caution

Do not apply the vehicle weight to the wheel bearing while loosening the self-locking nut, or the wheel bearing will be damaged.



INSTALLATION SERVICE POINT

Service procedures other than the following are the same as before.

▶B◀ SELF-LOCKING NUT INSTALLATION

Tighten the self-locking nut to the specified torque.

Caution

Before securely tightening the self-locking nuts, make sure there is no load on the wheel bearings. Otherwise the wheel bearing will be damaged.