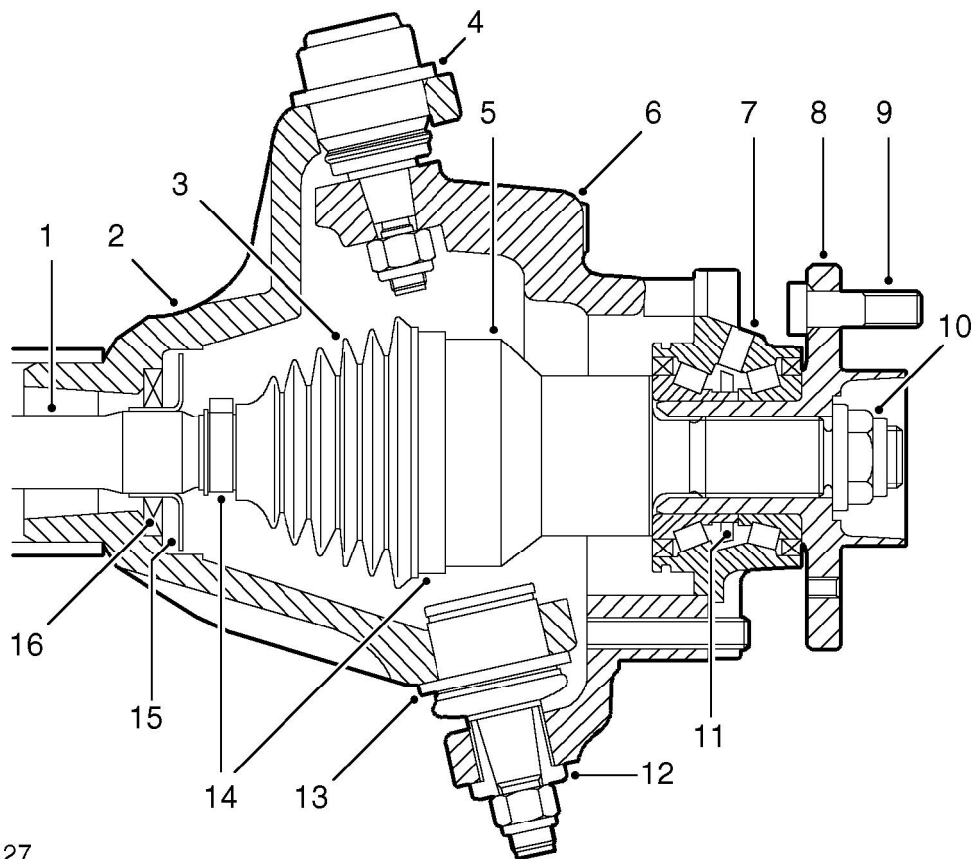


Wheel hub

Section through wheel hub



M54 0127

- | | |
|---------------------------|---------------------|
| 1 Drive shaft | 9 Wheel stud |
| 2 Axle casing | 10 Stake nut |
| 3 Gaiter | 11 ABS sensor ring |
| 4 Upper ball joint | 12 Tension collet |
| 5 Constant velocity joint | 13 Lower ball joint |
| 6 Steering knuckle | 14 Securing bands |
| 7 Hub bearing | 15 Shield |
| 8 Hub flange | 16 Oil seal |

Each wheel hub consists of a hub flange pressed into a hub bearing.

The hub flange is splined to accept the constant velocity joint of the drive shaft, which is secured to the hub flange with a stake nut. Five studs are installed in the hub flange for the wheel nuts and a threaded hole is provided for the brake disc securing screw.

The outer race of the hub bearing is bolted to the steering knuckle. The hub bearing is a sealed unit which contains twin opposed roller bearings, pre-packed with grease during manufacture. A toothed ABS sensor ring is integrated into the inner race of the hub bearing. An opening in the outer race of the hub bearing accommodates the ABS sensor.

Drive shaft

Each drive shaft consists of a solid rod, splined at both ends, with a constant velocity joint installed on the outboard end. A shield is incorporated onto each rod to protect the oil seals in the axle casing. The constant velocity joint is of the ball and socket type. A shaft on the constant velocity joint is splined to the hub flange. The constant velocity joint is pre-packed with grease and protected by a gaiter. Two securing bands retain the gaiter in position.