

# Lincoln Aviator, Ford Explorer, Exp Sport, Exp Sport-Trac, Mercury Mountaineer 2000–2005

## Wheel Bearings

- [REMOVAL & INSTALLATION](#)

## Removal & Installation

### WARNING

Do not loosen the axle wheel hub retainer until the wheel and tire are removed from the vehicle. Wheel bearing damage will occur if the wheel bearing is unloaded with the weight of the vehicle applied.

### NOTE

Have an assistant press the brake pedal to keep the axle from turning.

1. Before servicing the vehicle, please familiarize yourself with safety procedures.
2. Remove the axle-to-wheel hub retainer nut and washer.
3. Remove the parking brake shoes.

### WARNING

Do not use a hammer to separate the outboard CV-joint from the hub. Damage to the threads and internal CV-joint components can result.

4. Press the outboard CV-joint until it is loose from the hub.
5. Remove and discard the toe link-to-wheel knuckle nut.  

### WARNING

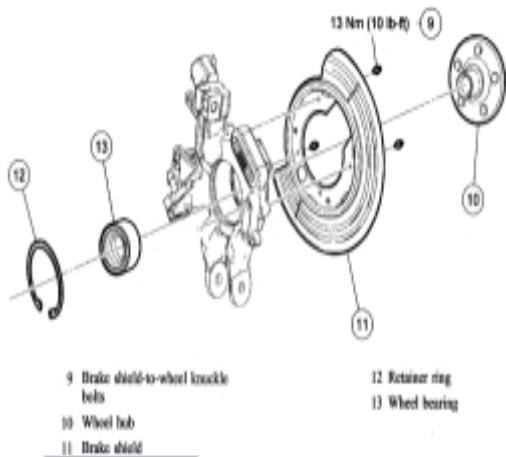
Do not damage the boot while separating the toe link from the wheel knuckle.
6. Remove the bolt and separate the toe link from the wheel knuckle.
7. Remove and discard the upper arm-to-wheel knuckle nut.  

### WARNING

Do not damage the boot while separating the ball joint from the wheel knuckle.

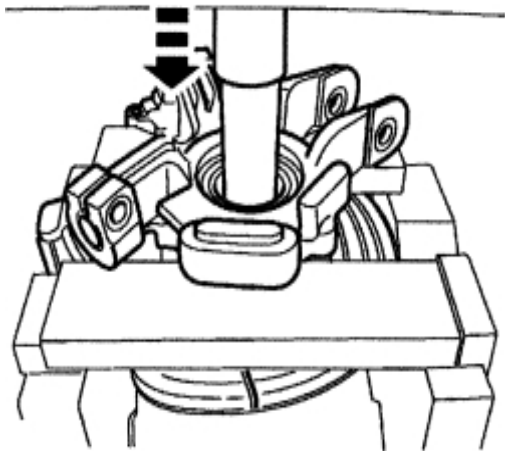
8. Remove the bolt and separate the upper arm from the wheel knuckle.
9. Remove and discard the lower arm-to-wheel knuckle nut.

10. Remove the lower arm-to-wheel knuckle bolt.
11. Remove the wheel knuckle.
12. Using a suitable press, remove and discard the wheel hub.
13. Remove and discard the wheel bearing retainer ring.
14. Using a suitable press, remove the wheel bearing.



ENLARGE

Fig. Rear hub/bearing Assembly-Aviator, Explorer and Mountaineer



ENLARGE

Fig. Pressing out the bearing

**To install:**

1. Installation is the reverse of the removal procedure.
2. Observe the following torques:

Lower arm-to-wheel knuckle nut: 111 ft. lbs. (150 Nm).

Upper arm-to-wheel knuckle nut: 66 ft. lbs. (90 Nm).

Toe link-to-wheel knuckle nut: 66 ft. lbs. (90 Nm).

Axle-to-hub retainer nut: 203 ft. lbs. (275 Nm).

3. Always install a new:

Axle-to-wheel hub retainer nut.

Toe link-to-wheel knuckle nut.

Upper arm-to-wheel knuckle nut.

Lower arm-to-wheel knuckle nut.

Wheel hub.

Wheel bearing retainer ring.

1. Before servicing the vehicle, refer to the precautions in the beginning of this section.

2. Remove or disconnect the following:

NOTE

Do not loosen the axle wheel hub retainer until the wheel and tire are removed from the vehicle. Wheel bearing damage will occur if the wheel bearing is unloaded with the weight of the vehicle applied.

NOTE

Do not use a hammer to separate the outboard CV joint from the hub. Damage to the threads and internal CV joint components may result.

Wheel

Hub nut and washer. Discard the nut.

Brake shield

Nut and bolt and separate the toe link from the wheel knuckle. Discard the nut.

Nut and bolt and separate the upper ball joint from the wheel knuckle. Discard the nut.

3. Press the outboard CV joint until it is loose from the hub.
4. Remove the nut and bolt and the wheel knuckle, hub and bearing as an assembly. Discard the nut.
5. Remove the hub and bearing.

**WARNING**

Make sure that the press adapter outside diameter is slightly smaller than the hub outside diameter or damage to the knuckle will result.

6. Using a suitable press, remove the hub from the bearing. Discard the hub.

**NOTE**

The retainer ring is tapered and must be installed flat side down.

Remove the retainer ring. Discard the retainer ring.

Using a suitable press, remove the bearing from the wheel knuckle. Discard the bearing.

7. The hub and bearing cannot be reused after disassembly.
8. To install, reverse the removal procedure. Observe the following torques:

Knuckle-to-control arm: 111 ft. lbs. (150 Nm)

Ball joint nut: 66 ft. lbs. (90 Nm)

Toe link nut: 66 ft. lbs. (90 Nm)

Hub nut: 258 ft. lbs. (350 Nm)

**WARNING**

Do not loosen the axle wheel hub retainer until the wheel and tire are removed from the vehicle. Wheel bearing damage will occur if the wheel bearing is unloaded with the weight of the vehicle applied.

**NOTE**

Have an assistant press the brake pedal to keep the axle from turning.

1. Before servicing the vehicle, refer to the –Precautions– section.
2. Remove the axle-to-wheel hub retainer nut and washer.

3. Remove the parking brake shoes.

**WARNING**

Do not use a hammer to separate the outboard CV-joint from the hub. Damage to the threads and internal CV-joint components can result.

4. Press the outboard CV-joint until it is loose from the hub.

5. Remove and discard the toe link-to-wheel knuckle nut.

**WARNING**

Do not damage the boot while separating the toe link from the wheel knuckle.

6. Remove the bolt and separate the toe link from the wheel knuckle.

7. Remove and discard the upper arm-to-wheel knuckle nut.

**WARNING**

Do not damage the boot while separating the ball joint from the wheel knuckle.

8. Remove the bolt and separate the upper arm from the wheel knuckle.

9. Remove and discard the lower arm-to-wheel knuckle nut.

10. Remove the lower arm-to-wheel knuckle bolt.

11. Remove the wheel knuckle.

12. Using a suitable press, remove and discard the wheel hub.

13. Remove and discard the wheel bearing retainer ring.

14. Using a suitable press, remove the wheel bearing.

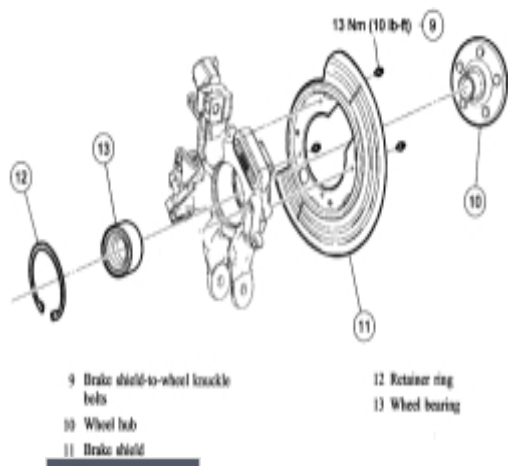


Fig. Rear hub/bearing Assembly-Aviator, Explorer and Mountaineer

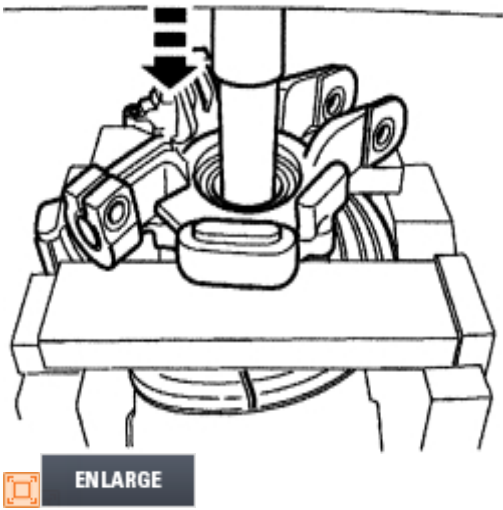


Fig. Pressing out the bearing

**To install:**

1. Installation is the reverse of the removal procedure.
2. Observe the following torque specifications:

Lower arm-to-wheel knuckle nut: 111 ft. lbs. (150 Nm).

Upper arm-to-wheel knuckle nut: 66 ft. lbs. (90 Nm).

Toe link-to-wheel knuckle nut: 66 ft. lbs. (90 Nm).

Axle-to-hub retainer nut: 203 ft. lbs. (275 Nm).

3. Always install a new:

Axle-to-wheel hub retainer nut.

Toe link-to-wheel knuckle nut.

Upper arm-to-wheel knuckle nut.

Lower arm-to-wheel knuckle nut.

Wheel hub.

Wheel bearing retainer ring.

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