

Forums > Gen II (2004-2009) Toyota Prius Forums > **Gen II Prius Care, Maintenance and Troubleshooting**

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## I'm in it now - Front wheel bearing/hub replacement

Discussion in 'Gen II Prius Care, Maintenance and Troubleshooting' started by perfectspeed, Aug 18, 2009.

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**perfectspeed**  
New Member

Start a Conversation

Joined: Aug 16, 2009

Messages: 6

Likes Received: 4

Location:

Prunedale, CA

Your Vehicle Year:

2004 Prius

Model:

N/A

Ok,

I'm new to this forum and tuned in to see if anyone else had walked this front wheel bearing replacement path. It appears not, or at least there was no good info, so I'll contribute and maybe someone else may benefit. This was a pretty tricky job in my opinion so I'll try to be detailed.

After 134k miles, the front wheel bearings were howling so loud in our 2004, that I was afraid of catastrophic failure. Normally I do most of my maintenance, even the hard stuff, but never seemed to have the time to get to this, so I took it into the dealer in Salinas and said fix it. Somehow that got translated into do a 120k mile service. They didn't even drive it afterward or they'd have heard the front end noise.

Pissed off, and having read someone's comment from this forum that it's a simple "4 bolts and a little fussing with a dust shield, but no big deal," I ordered the new hubs and tore into the right front yesterday. I stopped when I got cold in the evening having separated wheel, brake caliper, rotor, 4 hub bolts, but not the axle nut.

Today, I hit it intending to finish it off quick, but instead spent 4 hours disassembling and reassembling that hub three times. I stopped when I got cold. Day two, not done yet. No joke. This is not an easy repair.

First, the 12 pt. splined 30 mm axle nut is difficult to remove. I had to grind a drift punch with a duck bill to lift the flange dent sunken into the axle keyway. Turn the impact driver way up and hammer on it quite a while before it backed off.

Next, the four bolts retaining the hub on the hub carrier are really too close to the CV boot dust shield. And these same bolts are flanged and the flange interferes with the dust shield flare on the trailing edge. I backed them out but did not remove them due to this interference. Then I used a large 3 jaw puller to separate the axle from the inner hub spline.

Next the outer hub circumferential machined interface with the hub carrier seemed to be "glued" together. I had to use a propane torch and carefully heat the aluminum carrier and tap the hub flange with the lug studs to free it. upon examination, I found electrolysis had occurred at that interface. So I used some 320 grit sandpaper to carefully remove the corrosion from the aluminum hub carrier inner machined surface.

Then I cleaned it all up and began to reassemble everything. This is when I pulled bonehead move number one and managed to invert the brake dust shield. I got it all bolted back together and went to put on the brake disk on when I discovered the interference. That was the second time I took it apart.

Upon reassembly this time, I managed to just hang the edge of the CV joint dust shield on the inside edge of the hub and crushed it when I drew it into the carrier with the axle nut. It is nearly impossible to see that dust shield alignment.

That was the third time I disassembled the mess. To remove the destroyed dust shield I had to separate the macpherson strut from the hub carrier and remove the lower link from the hub carrier so I could swing it out on the steering rack tie rod end and release the drive axle and pull off the dust shield. Fun.

Tomorrow I'll go buy a new CV boot dust shield and a new axle nut since they're only supposed to be used once, and hopefully button it up properly.

## Tire & Trunnion Grinding

[rotaryservicecompany.com](http://rotaryservicecompany.com)

Tire/trunnion grinding/alignment services - Quick response times!

Oh, I forgot to mention that during my first reassembly effort, the axle spline alignment wasn't quite right with the four bolts and their holes while in park, so I went to put the car in neutral so I could rotate it a bit. Naturally I stepped on the brake and hit the button and shifted to N. That's when the engine started and the brake pedal sunk and I realized I had just pushed the caliper piston out of its pocket. I had to futz with

I'm usually pretty good with a wrench, but this job has fought me the whole

I'm usually pretty good with a wrench, but this job has fought me the whole time. You should be prepared ahead of time with the right tools.

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6/23/2014

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Sealed battery before I took the brake off. Pressed it down a bit with a c-clamp and put new pads on while I had it off- the inboard one had come apart a little and was pretty super thin.

joetho

Junior Member

Start a Conversation

Joined: Mar 15, 2009

Messages: 29

Likes Received: 2

Location: kansas

Your Vehicle Year: 2002 Prius

Anyway, I rented a hub puller to get the thing off, and took the whole mess to a machine shop. They pressed out the old bearing and put the new one in for me, charging \$42 to do that.

Then I put the other set of pads on the other brake.

Problem solved. Noise gone. Yaaaaay!

oh yeah- cause of noise in the oem sealed bearing? I took it apart, found hardly any grease, and 200+k miles had worn a little groove in the race.

joetho, Mar 7, 2010

Report

#5 Like + Quote Reply

07blkprius

Junior Member

Start a Conversation

Joined: Jan 4, 2008

Messages: 8

Likes Received: 7

Location: Corona, California

Your Vehicle Year: 2007 Prius












Here are some pictures of Wheel bearing replacement that I did on my 2007 toyota prius.

1. wheel hub bearing costs: \$138 each

2. AIR tools ONLY. 1-3/16" socket to remove the Axle Lock Nut and 10mm to remove ABS/Speed sensor, 14mm to remove wheel hub bolts and 17mm remove Brake caliper.

3. NOT easy job, there is metal cover behind the bearing, it is pretty tough to get this piece put it back in place.

Attached Files:


	<b>01.JPG</b> File size: 80.6 KB Views: 12,129		<b>02.JPG</b> File size: 69.6 KB Views: 10,390
	<b>03.JPG</b> File size: 82 KB Views: 10,105		<b>04.JPG</b> File size: 81.3 KB Views: 9,784
	<b>05.JPG</b> File size: 87.5 KB Views: 9,939		<b>06.JPG</b> File size: 94.1 KB Views: 11,502
	<b>07.JPG</b> File size: 75.7 KB Views: 9,922		<b>08.JPG</b> File size: 91.9 KB Views: 13,027
	<b>09.JPG</b> File size: 78 KB Views: 9,449		<b>10.JPG</b> File size: 98.3 KB Views: 9,741
	<b>11.jpg</b> File size: 121.9 KB Views: 9,639		

07blkprius, Mar 19, 2010

Report

#6 Like + Quote Reply

KhaPhoRa, northwichita, brouck2003 and 4 others like this.



Patrick Wong

DIY Enthusiast

Start a Conversation

Joined: Mar 8, 2008

Messages: 12,720

Likes Received: 3,016

Location: Green Valley, AZ

Your Vehicle Year: 2007 Prius

Model: N/A

07blkprius said: ↑

Here are some pictures of Wheel bearing replacement that I did on my 2007 toyota prius...

Thanks!

Odometer reading?

Did you need to remove the wheel lugs for service clearance?

BTW I recently bought a front hub & bearing, part # 43510-47011, for \$68 plus shipping, from Champion Toyota - Houston. MSRP is \$89.

2007 Prius

2006 Highlander Hybrid 4WD-i

2004 Prius


2001 Prius (sold Feb. 2008, 75K miles)

2000 Ford Mustang GT conv.

Patrick Wong, Mar 20, 2010



Report

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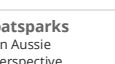


Well this looks a lot easier than a Camry or RAV4 wheel bearing replacement!! Most FWD cars need a special puller to change a front wheel bearing.

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**patsparks**  
An Aussie perspective

Start a Conversation  
Joined: Jul 11, 2007  
Messages: 10,665  
Likes Received: 538  
Location: Adelaide South Australia  
Your Vehicle Year: 2004 Prius  
Model: N/A




All the warranty I need.

Still averaging 4.4L/100km across town  
2004 silver base model Prius  
Shark fin, genuine mudflaps, colour matched side mouldings, rear bumper scuff guard, sheepskin seats, BT Plate. I love it!

patsparks, Mar 20, 2010 [Report](#)

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**joe350gt**  
It's too windy here...

Start a Conversation  
Joined: Oct 30, 2005  
Messages: 35  
Likes Received: 11  
Location: Wichita, Ks.  
Your Vehicle Year: 2005 Prius

great thread and info as always..my '05 with 180K has a howling/roaring noise from the front left which I'm guessing is the bearing. I have an appt. for tomorrow to get it in...local shop, not the Toyota dealer. Can I just have the shop do the noisy one only? I know the other will probably start making noise one of these days but I'd rather space out the costs if possible. It also makes some creaking/groaning type noise at low speeds over bumps and I'm figuring it the struts. Hopefully they will be replacing those as well. Aside from regular fluid changes and tires this will be the first thing to have failed or wore out on my car. It's been just awesome!!

joe350gt, Mar 21, 2010 [Report](#)

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**deeno**  
New Member


Start a Conversation  
Joined: Mar 9, 2010  
Messages: 17  
Likes Received: 2  
Location: California  
Your Vehicle Year: 2008 Prius  
Model: N/A

They're going to recommend you replace both sides. Sounds like you already know this, but it's just a matter of time before the other one goes too. I would ask to see what kind of discount you would get for doing the other bearing at the same time. Typically when getting this much work done at an indy, you should get some sort of break. If not and you don't mind being without your car for another day in the future, it can wait.

If I were trying to pinch pennies I would skip the strut replacement. Groaning I would think would be more likely a bushing than the struts.

deeno, Mar 22, 2010 [Report](#)

#10 [Like](#) [+ Quote](#) [Reply](#)



**MERIDIAN**  
Junior Member


Start a Conversation  
Joined: Jun 18, 2008  
Messages: 77  
Likes Received: 11  
Location: Long Island, New York  
Your Vehicle Year: 2006 Prius  
Model: I

To the OP,  
As a certified mechanic i've got to admit that sometimes you can have a real \$h!tty day like the one you had but for you to air your shortcomings and fight it out really takes a big pair of stones, grit and determination. I like that!:rockon:  
Glenn

MERIDIAN, Mar 22, 2010 [Report](#)

#11 [Like](#) [+ Quote](#) [Reply](#)

07blkprius said: ↑



**hill**  
High Fiber Member

Start a Conversation

Joined: Jun 23, 2005

Messages: 8,891

Likes Received: 1,244

Location:  
South OC So Cal &  
the Flathead Valley,  
MT

Your Vehicle Year:  
2004 Prius

Model:  
IV

PHOTOS

Here are some pictures of Wheel bearing replacement that I did on my 2007 prius. PRIUS C ALL FORUMS


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oy vey ~

☒ [IMG]

You know ... your economy wedge set ... it isn't THAT much less expensive than a nice/real set:




I'm just sayin' ...



I ❤️ Prius Chat

hill, Apr 3, 2010 [Report](#)

#12 Like + Quote Reply



**doctorrc**  
New Member

Start a Conversation

Joined: Apr 22, 2010

Messages: 1

Likes Received: 0

Location: Mobile, AL

Your Vehicle Year:  
2002 Prius

Model:  
I


joetho said: ↑

Anyway, I rented a hub puller to get the thing off, and took the whole mess to a machine shop. They pressed out the old bearing and put the new one in for me, charging \$42 to do that.

I assume your Prius isn't like the photos posted by blk07prius. That hub assembly is held on the steering knuckle with nuts. I assume ours is machine pressed onto it. You said you pulled it with a hub puller, but how did you reinstall it? The service manual says to have it pressed in. I would much rather just remove the hub assembly rather than the entire steering knuckle if it's possible.

doctorrc, Apr 22, 2010 [Report](#)

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**Wheelin1**  
Junior Member

Start a Conversation

Joined: Nov 22, 2007

Messages: 79

Likes Received: 5

Your Vehicle Year:  
2004 Prius

Model:  
Five

deeno said: ↑

They're going to recommend you replace both sides. Sounds like you already know this, but it's just a matter of time before the other one goes too. I would ask to see what kind of discount you would get for doing the other bearing at the same time. Typically when getting this much work done at an indy, you should get some sort of break. If not and you don't mind being without your car for another day in the future, it can wait.

If I were trying to pinch pennies I would skip the strut replacement. Groaning I would think would be more likely a bushing than the struts.

has anyone had the bearing housing stick into the aluminum and if so what did you do?

Wheelin1, May 8, 2010 [Report](#)

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**Wheelin1**  
Junior Member  
Start a Conversation  
Joined: Nov 22, 2007  
Messages: 79  
Likes Received: 5  
Your Vehicle Year: 2004 Prius  
Model: Five


Wheelin1 said: ↑

*has anyone had the bearing housing stick into the aluminum and if so what did you do?*

Has anyone had to replace the knuckle because of bearing hub stuck into it? I heated beat and beat it it will not come loose. any suggestions ???/

Wheelin1, May 9, 2010 [Report](#)

#15 [Like](#) [+ Quote](#) [Reply](#)



**Wheelin1**  
Junior Member  
Start a Conversation  
Joined: Nov 22, 2007  
Messages: 79  
Likes Received: 5  
Your Vehicle Year: 2004 Prius  
Model: Five


Wheelin1 said: ↑

*Has anyone had to replace the knuckle because of bearing hub stuck into it? I heated beat and beat it it will not come loose. any suggestions ???/*

Got so lucky and got the hub out of the aluminum knuckle but my advice to anyone that lives in an area with snow and salt is remove the knuckle from the car it only takes 10 more minutes, then remove the thin metal piece that is on the back side, you only need a screw driver, its the piece that is in the way of the four bolts that hold the hub on. Next one I do I am ordering the knuckle-\$165, and a new ball joint-\$41, Brake dust cover-\$14, and bearing assembly with axle nut- \$67. I have some photos if anyone wants to see. All in all one hard ass job. Thanks to everyone that wrote there experiences on priuschat as I had enough problems. PS ditch the screw driver pry trick if you have salt corrosion it will never work remove the knuckle from the car, remove the thin metal shield from behind and get a mini sledge you will do better!!! good luck

Wheelin1, May 9, 2010 [Report](#)

#16 [Like](#) [+ Quote](#) [Reply](#)



**usbseawolf2000**  
HSD PhD  
Start a Conversation  
Joined: Sep 22, 2004  
Messages: 12,806  
Likes Received: 2,292  
Location: Fort Lee, NJ  
Your Vehicle Year: 2012 Prius Plug-in  
Model: Plug-in Base


Please do post the pics. I plan on changing mine this summer. I have 124k miles.

Green minds thrive in the Prius family. Hybrid Synergy Drive is the engine of change that moved us forward.

**Luxury:** Sherwood Dash Kit | Bartlett Leather Seats | [Kenwood DNX6960](#)  
**Performance:** [Kyowa KR206 17" Black Chrome Lips](#) | Tanabe Strut Tower Bar  
**Audio:** Infinity 6020CS Front | Kappa 62.7i Rear | BASS600 Subwoofer | B-Quiet Ultimate  
**Lighting:** [Morimoto Mini H1 Projectors](#) | LED Interior+License Plate  
**Others:** EV Button | [Torque \(Android OBDII App\)](#)

usbseawolf2000, May 9, 2010 [Report](#)

#17 [Like](#) [+ Quote](#) [Reply](#)







**Wheelin1**  
Junior Member  
Start a Conversation  
Joined: Nov 22, 2007  
Messages: 79  
Likes Received: 5  
Your Vehicle Year: 2004 Prius  
Model: Five

usbseawolf2000 said: ↑

*Please do post the pics. I plan on changing mine this summer. I have 124k miles.*

here are the pictures, If I ever do another, I will order a new lower ball joint, \$41 dollars at toyotapartsbarn.com a knuckle \$167, brake dust cover \$14, bearing and hub \$66, axle nut \$4. The steering tie rod end should be ok. If your bearing is making noise do not wait, it could drop off the car and cause much more damage, a gmc jimmy is down the road from me now with that if I get a photo I will add it.

Attached Files:

 <a href="#">Photo0126.jpg</a> File size: 113.6 KB Views: 2,969	 <a href="#">Photo0127.jpg</a> File size: 127.9 KB Views: 2,926
 <a href="#">Photo0128.jpg</a> File size: 88.4 KB Views: 2,838	 <a href="#">Photo0129.jpg</a> File size: 99.9 KB Views: 2,661

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Wheelin1, May 10, 2010 Report

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1 person likes this.

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**Wheelin1**  
Junior Member

Start a Conversation

Joined: Nov 22, 2007

Messages: 79

Likes Received: 5


Your Vehicle Year: 2004 Prius

Model: Five

axle nut torque spec 159 ft lb, 4 bolts behind knuckle holding the bearing on is 41 ft lb, ball joint assembly nut 52 ft lb, lower two nuts and one bolt for ball joint is 66 ft lb, tie rod end steering 36 ft lb, two bolts strut 113 ft lb, front brake bracket bolts 81 ft lb, speed sensor 71 "in" lb.

Wheelin1, May 10, 2010 Report

#19 Like + Quote Reply



**usbseawolf2000**  
HSD PhD

Start a Conversation

Joined: Sep 22, 2004

Messages: 12,806

Likes Received: 2,292

Location: Fort Lee, NJ

Your Vehicle Year: 2012 Prius Plug-in

Model: Plug-in Base

That info would come in handy. I already have bearing and hub, axle nut, and the item in pic #4 (brake dust cover?).

Can you explain why I would need a new lower ball joint and knuckle? Is there any way to check if I would need them?

Road noise is getting louder. It could be due to the i3 tires starting to worn out. Two of them were patched up from flats caused by screws. I can not be sure it is due to the bearing.

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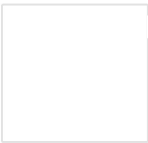
**Luxury:** Sherwood Dash Kit | Bartlett Leather Seats | Kenwood DNX6960  
**Performance:** Kyowa KR206 17" Black Chrome Lips | Tanabe Strut Tower Bar  
**Audio:** Infinity 6020CS Front | Kappa 62.7i Rear | BASS600 Subwoofer | B-Quiet Ultimate  
**Lighting:** Morimoto Mini H1 Projectors | LED Interior+License Plate  
**Others:** EV Button | Torque (Android OBDII App)




























usbseawolf2000, May 10, 2010 Report

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