Wheel Bearing Replacement

Remove the tire and wheel, the axle nut, caliper and rotor. I don't recall how the knuckle is attached to the lower arm but take that loose in order to remove the axle from the hub.

Once the axle is out of the hub just follow the directions in the hub tamer box. You'll probably need to persuade the dust shield a bit to get the press bracket into place, but that's a common situation for many cars.

The only snag I ran into on Randy's was the ABS sensor was corroded in the knuckle. It has to be removed or at least moved out a fraction to allow clearance for the tool. PB Blaster, some patience, some more patience, a little twisting back and forth and yet some more patience finally gave me the clearance I needed. You'll want to take your time with the sensor, it's around $100.

Once you have that clearance you should be done in around thirty minutes.

Remember to wipe out the packing grease and use a good hi-temp wheel bearing grease to re-pack the bearing. Once you see the ridiculously small size of the rollers you'll understand the reason for their high failure rate.

Make sure that the grease and bearing is absolutely clean, with those dinky rollers a speck or two of dirt will go a long way towards the bearing's destruction.

And don't let anyone tell you that a hammer and chisel (or air hammer) is the speedy way to press the bearing back in - one misplaced whack can ruin the survival rate. I think that's probably the largest cause of repeat failures.

This is from a dealer bulletin:

When replacing rear wheel bearings on all wheel drive Legacy, Impreza, and SVX vehicles, be certain not to over-torque the lateral link bolt that secures the two transverse suspension arms to the wheel bearing housing. Do not use air tools to tighten the nut. The proper torque is probably less than you think. Since the torque’s are different for the different models and years, refer to the appropriate manuals for the proper specs for the vehicle you are working on. If this bolt is over torqued, it can deform the housing and may lead to a repeat failure of the wheel bearing. If you encounter a repeat failure of a rear wheel bearing occurring in an unreasonably short amount of miles, the housing may have been deformed during the first repair. Replacement of the bearing and the housing may be required. There are some other things to remember when working on the wheel bearings. Never loosen or tighten the axle nut with the weight of the vehicle on the wheel. The vehicle should be in the air with the wheel removed prior to loosening or tightening the axle nut. If this precaution is not taken, damage to the wheel bearing may occur. The axle nuts are not reusable. A new nut should be used with the new bearing. Always insure that the new bearing is properly packed with suitable wheel bearing grease. The grease that the bearing is shipped with is not sufficient. Always use the proper special tools to install the bearing and torque the axle nut to the correct specifications.