

Removing frozen front hubs on a 2008 XJ8

(should work for X350 and X358 models) By jluzcarz – forum member 9/16/19 with method based on input from several forum members in my time of need and frustration.

Preface: This car has lived most of its life in Upstate NY and New England. The hubs were original with 120K miles on them. They were frozen as badly as any you might encounter so hopefully the following will help someone save some time and aggravation.

What doesn't work



This small gap is all I accomplished after 8 hours of air hammering, porta power goofing around, and beating on with hammers etc. (what you can't see is the back of the bearing that is destroyed as well). Total frustration. Don't waste your time. See what worked on the following pages and turned the job from wheel off to wheel back on in under 3 hours.

The Tools (what I used)



- 18" pipe wrench (24" would work too)
- 1/2" ratchet
- 3/8" ratchet
- 3/4" impact socket – 1/2 drive
- 19mm impact socket (for wheel removal)
- 15mm standard, and deep socket - 3/8 drive
- 7 mm hex socket – 3/8 drive
- T-55 Torx socket – 3/8 drive (the box at top left is a master set of mixed bits from big box store. Saves chasing bits and has saved me a number of times now.)
- 1/2" impact gun (big ratchet may work with more physical effort)
- Angle grinder with sanding Roloc
- Die grinder with small wire wheel attachment
- Die grinder with cut off wheel
- Brass hammer (small 3lb hammer would work too)
- Two 1/2" X 4.5" bolts and nuts (grade 8 if you can get it but big box basic worked for me)
- Small wire brush
- Caliper hanger
- Screw driver (for caliper spring)
- 10mm wrench (for small plastic nut on inner fender well where ABS connector lives)
- Not pictured – sledge hammer, PB Blaster, Brake Clean, Anti-seize, small drain pan, Loctite

What Worked



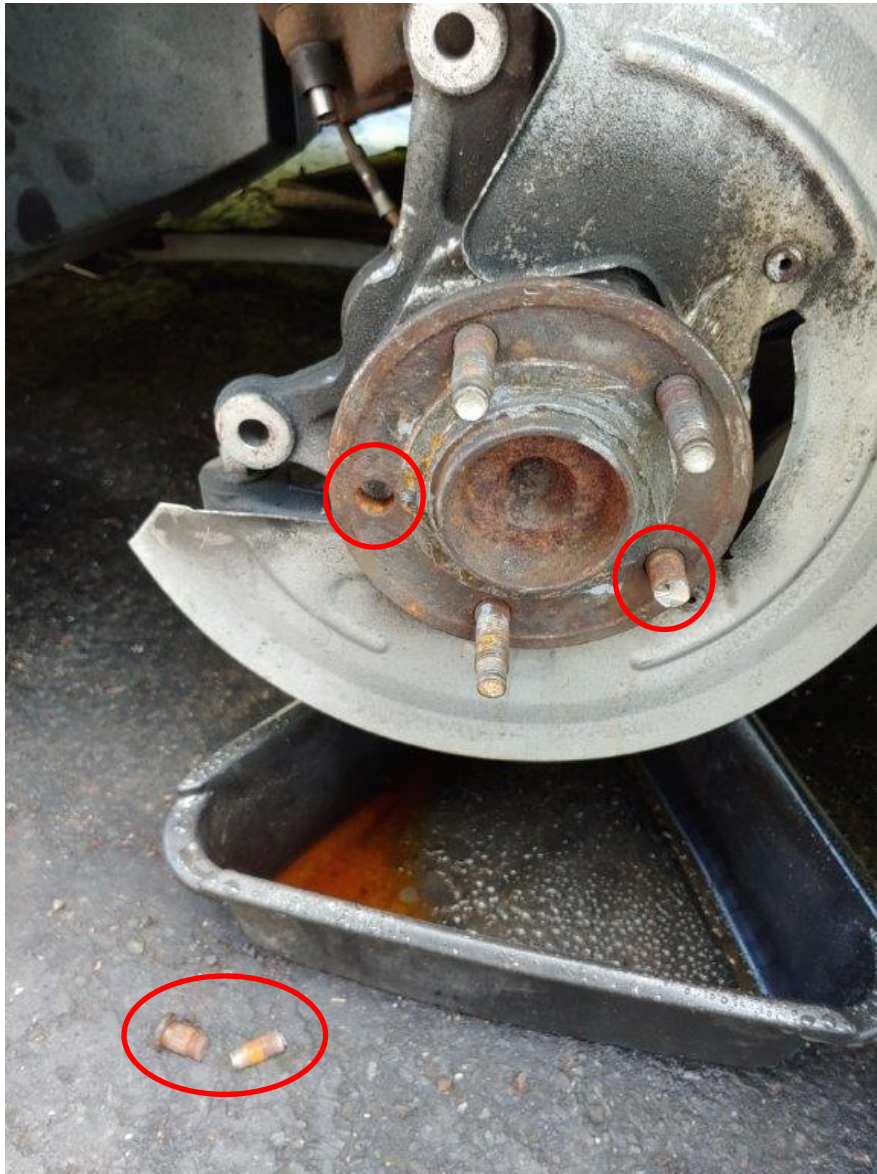
- **NOTE – I started wheel turned “in” to remove braking components and first two hub bolts and then turned out to remove last two hub bolts and then the hub. This way you end up back in this position at the end of hub install and can then reinstall brake components.)**
- **Safely jack and support car (computer should recognize jacking mode. I did not have any post suspension issues)**
- **Remove the caliper and hang.**
- **Remove caliper holder**
- **Remove the rotor**
- **Never too early to start applying the PB Blaster!!**

Hub bolts



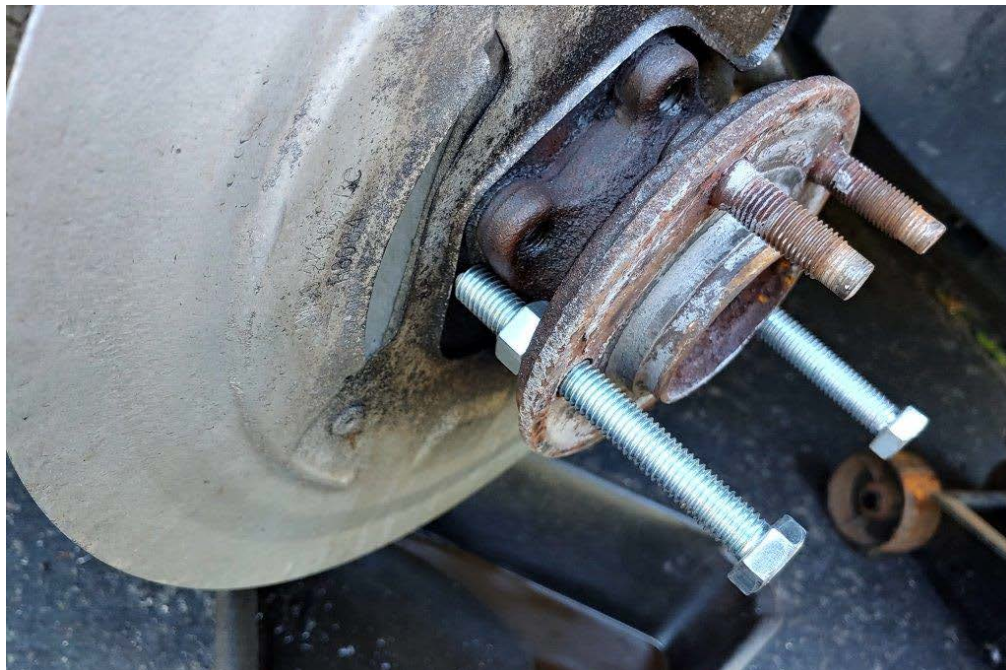
- Turn wheel to the outside and remove two hub bolts – upper is 15mm and bottoms are T-55 Torx (I was able to remove them by hand but they were tough)
- Turn wheel to the inside and remove remaining two bolts.
- More PB Blaster!!!!

Stud Removal



- Cut two opposing studs off the hub and drive the studs out of the hub.
- More PB Blaster!!!!

Installing Bolts and Nuts



- Place two 1/2" X 4.5" bolts through the hub face and install nuts on the back side.
- Position the bolts to align with flat face on aluminum upright to the edge of the hub.
- Did I mention PB Blaster!!!!
- Using 3/4" wrench to hold the nut, use the air gun to put tension (don't go crazy now) on the bolts and press against upright face. ****NOTE – if you are lucky the hub will begin to move and you can remove, but mine were really stubborn and I did not want to bend or strip the bolt so I added the following to my removal. All I can say is it worked.)

Pipe Wrench Shocker



- With good tension on the bolts, I placed an 18" pipe wrench on the hub face and gave the end of the wrench a couple of good whacks with a sledge hammer. (I saw a tool online called the Hubtamer. This is my improvised equivalent.) As the hub is junk, I am not worried about putting a wrench on it. Shocking it will of course put some stress on control arm bushings etc., but considering that normally there is a whole car bouncing up and down on them I figured they can handle a little momentary stress.

The Gap – YES!!!



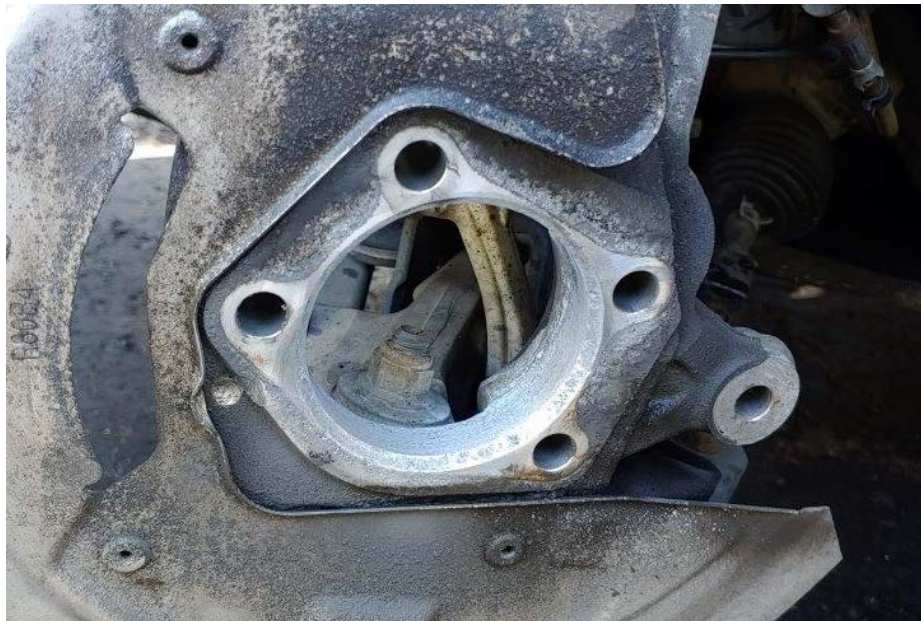
- **Two whacks on the pipe wrench and I got the gap it had taken me all day to get on the other side before devising this solution based on collaboration on the forum. You should now be good to go.**

It's Out!



- Now continue to work the bolts slowly, first one and then the other and presto the hub will come out.
- NOTE- One of the bolts shifted slightly but did not bend. I was able to continue and get hub out without issue.

Before and After



- You can see how galled the upright is where the aluminum and steel lived together for 11 years. They literally had welded themselves together.
- You can see the little mark that the bolt left on the aluminum upright. A slight price to pay that doesn't affect the operation at all. However, if you intend to do both sides the pressure

exerted on the bolts actually mushroomed the ends. I had to cut the ends off with a die grinder to remove the nuts and reuse the bolts for the other side.

- After cleaning the face and wire wheeling the inside of the bore, I applied ant-seize for prior to installation of the new hub.

Install New Hub



- **Now install you new hub. I used Loctite on bolts and tightened by hand. I am sure there are torques in the manual but mine aren't coming off. You do what you believe here.**
- **Brake hardware back on, ABS wire routed and connected, wheel ready to go back on.**
- **I hope this helps someone do what can be a daunting task.**