

## **BEARING INSPECTION**

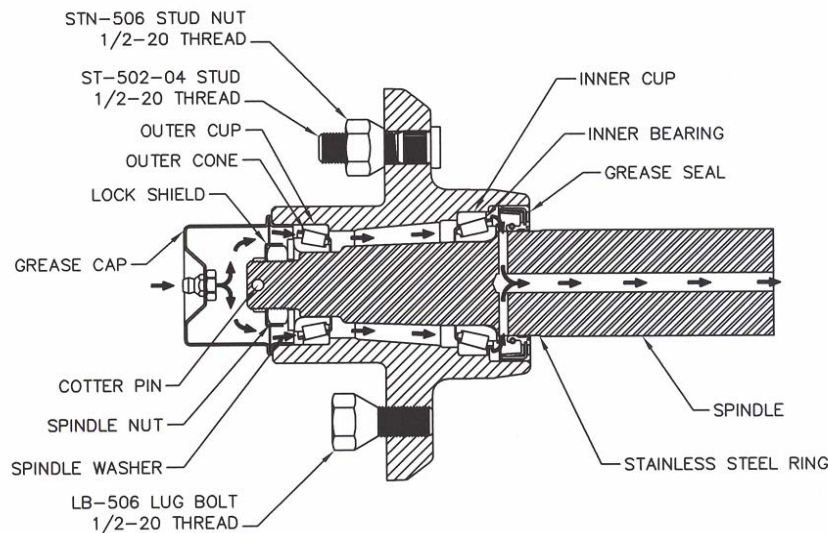
Wash all grease and oil from the bearing cone using a suitable solvent. Dry the bearing with a clean, lint-free cloth and inspect each roller completely. If any pitting, spalling, or corrosion is present then the bearing should be replaced. The bearing cup inside the hub should likewise be inspected.

When replacing the bearing cup proceed as follows:

1. Place the hub on a flat work surface with the cup to be replaced on the bottom side.
2. Using the brass drift punch, carefully tap around the small diameter end of the cup to drive out.
3. After cleaning the hub bore area, install the new cup by tapping in with the brass drift punch. **BE SURE THE CUP IS SEATED ALL THE WAY UP AGAINST THE RETAINING SHOULDER IN THE HUB.**
4. Replace bearings using standard greasing and installation procedures. (Consult replacement bearing manufacturer's specifications for details)

## **BEARING LUBRICATION**

1. Place a standard grease gun onto the grease zerk located in the grease cap. Make sure the grease gun nozzle is fully engaged on the fitting.
2. Pump grease into the zerk. The old, displaced grease will begin to flow out the back of the spindle arm.
3. When the new, clean grease is observed, remove the grease gun, and wipe off any excess.



## **SURE LUBE BEARING PROTECTION SYSTEM**

The Sure Lube Bearing Protection System allows complete greasing of outer and inner bearings. Grease is inserted through the zerk fitting and moves through the outer bearing, filling the hub, continuing through the inner bearing and out the relief route existing before the seal. The arrows in the drawing below indicate the grease route.

Zerk fitting should be greased approximately every two months monitoring the grease condition exiting the relief hole located on the backside of the spindle arm. Clean grease free of water usually indicates minimal bearing wear and little need for further service.

Thin cream or thin light gray grease usually indicated the presence of water and it is advisable to visually check wheel-bearing condition. Replace if necessary.

When servicing the Sure Lube unit the stainless steel sleeve should remain intact. Do not remove. This sleeve allows the double lip spring seal to rotate on a smooth surface.

Good quality lithium base grease should be used to service bearings. Boatmaster Trailers recommends using a Pennzoil 705 White lithium grease.

## **SEAL INSPECTION AND REPLACEMENT**

Whenever the hub is removed, inspect the seal to assure that it is not nicked or torn and is still capable of properly sealing the bearing cavity. If there is any question of condition, replace the seal.

The procedure is as follows to replace the seal:

1. Pry the seal out of the hub with a screwdriver. Never drive the seal out with the inner bearing as you may damage the bearing.
2. Tap the new seal into place using a clean wood block.

## **BEARING ADJUSTMENT AND HUB REPLACEMENT**

If the hub has been removed or bearing adjustment is required, the following adjustment procedure must be followed:

1. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 lb.-ft. (12" wrench or pliers with full hand force) This ensures proper seating of bearings.
2. Then loosen the spindle nut to remove the torque. DO NOT ROTATE THE HUB.
3. Finger tighten the spindle nut until just snug.
4. Back the spindle nut out slightly until the first castellation lines up with the cotter keyhole and insert the cotter pin.
5. Bend over the cotter pin legs to secure the nut.
6. Nut should be free to move with only restraint being the cotter pin.