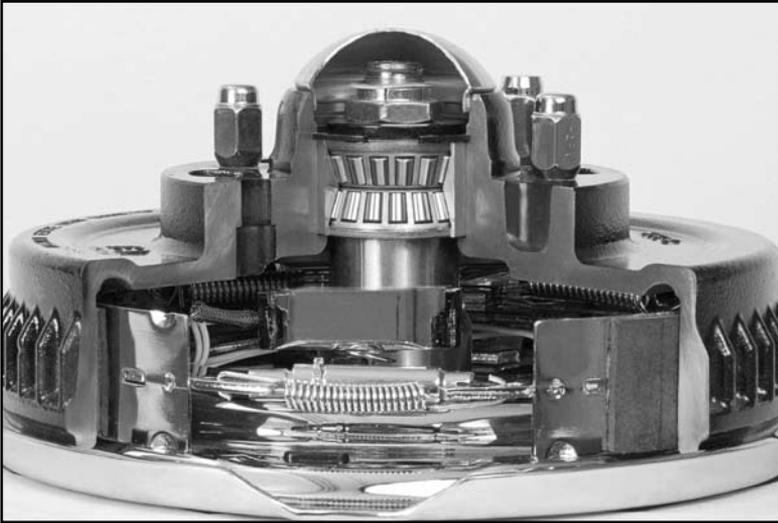


Nev-R-Lube™ Drums/Bearings

Dexter's Nev-R-Lube™ bearings are comprised of opposed tapered roller bearing cones sealed inside of a precision ground, one piece double cup arrangement. These bearings are designed with a small amount of axial end play. This end play is essential to the longevity of the bearings service life.



Drum Removal

Whenever the hub equipment on your axle must be removed for inspection or maintenance, the following procedure should be utilized.

1. Elevate and support the trailer unit per manufacturer's instructions.



CAUTION

Do not lift or support the trailer on any part of the axle or suspension system. Never go under any trailer unless it is properly supported on jack stands which have been rated for the load. Improperly supported vehicles can fall unexpectedly and cause serious injury or death.

2. Remove the wheel.
3. Remove the grease cap from the hub by carefully prying progressively around the flange.
4. Remove snap ring on the end of the spindle. Remove “torque instruction” washer.
5. Unscrew the spindle nut (counterclockwise) and remove the spindle washer.
6. Carefully remove the hub from the spindle. The Nev-R-Lube™ bearing cartridge will remain in the hub.

Note: Do not remove cartridge bearing from the hub bore unless replacement of the bearing cartridge is intended. Special tools and techniques are required for removal of the old bearing.

Bearing Inspection

Important:

1. Elevate and support the trailer unit per manufacturer's instructions.

CAUTION

Do not lift or support the trailer on any part of the axle or suspension system. Never go under any trailer unless it is properly supported on jack stands which have been rated for the load. Improperly supported vehicles can fall unexpectedly and cause serious injury or death.

2. Check for excessive wheel end clearance by pulling the tire assembly towards you and by pushing the assembly away from you. Slight end play is acceptable.
3. Rotate tire slowly forwards and backwards. The wheel assembly should turn freely and smoothly.
4. Excessive wheel end play, restriction to rotation, noise, or “bumpy” rotation should be remedied by replacing the bearing unit.
5. Bearing units should be inspected every year or 12,000 miles whichever comes first.

Note: A slight amount of grease weeping from the seal area is normal. Excessive leakage may indicate abnormal bearing operation.

Nev-R-Lube™ Bearing End Play Inspection

The following lists the maximum axial end play for each of the sizes of Nev-R-Lube™ bearings and the amount of tilt that can be expected. Since there are a large number of wheel and tire combinations in use on trailers, the tilt is expressed in inches per inch. The movement as measured at the tire tread can be found by the following method:

Example: if the tilt value is shown as .003" per inch and the tire measures 30" in diameter, simply multiply .003" X 15" (½ tire diameter) = .045" which is the total expected movement at the tires' outer diameter.

Bearing Size	End Play	Resultant Tilt Value
35 MM	.005" axial	.003" / per inch
42 MM	.006" axial	.005" / per inch
50 MM	.008" axial	.004" / per inch

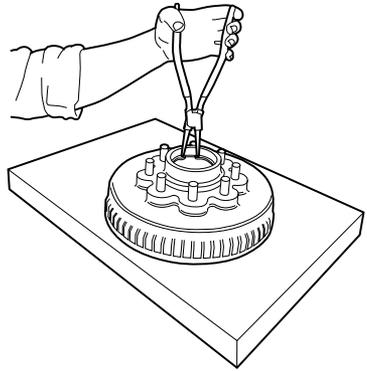
It is important to note that most mounted tires will deflect fairly easily when enough hand pressure is applied while shaking the tire. Excessive pressure will result in the perception that the bearings' tilt is greater than it actually is. This same phenomenon will occur when checking any wheel end, even those equipped with conventional bearing sets.



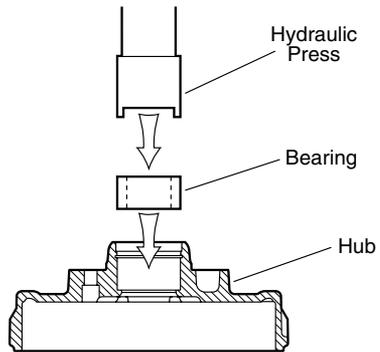


Bearing Replacement and Drum Installation

1. Once the drum and bearing assembly is removed from the axle, remove “internal” snap ring from the bearing bore that retains bearing.
2. Using an arbor press and mandrel, press the bearing out of the drum. Bearing will exit on the wheel side of the drum.
3. When replacing a Nev-R-Lube™ bearing pack, the bore in the hub should be cleaned and inspected for visual damage (replace as necessary).



4. Install the new bearing using an arbor press fitted with a hollow or stepped punch face to press only on the outer housing of the bearing. Failure to follow procedure will damage the bearing and/or seals during installation. Press bearing until it seats against the backup shoulder machined into the hub.



5. Install “internal” snap ring into hub.
6. Clean and inspect spindle shaft. Apply a light coating of anti-seize lubricant to the spindle shaft prior to assembling drum.
7. Install drum assembly onto spindle (Do NOT FORCE).
8. Install steel washer onto spindle end.
9. Start self-locking nut onto spindle thread by hand. Complete installation using a 1½" or 17/16" socket and torque wrench.

Nut should be torqued to **145-155 Ft. Lbs.** (this torque will set the internal bearing adjustment, no other adjustments are to be made).

10. Install “torque instruction” washer onto end of spindle.
11. Install “external” snap ring onto end of spindle to retain washer.
12. Inspect assembly for excessive end play, noise, and rotation restriction prior to mounting final wheel end hardware.

