

# TRAILER CARE

## WHEEL BEARING DIY REGREASE

Wheel bearings work very hard on any trailer and should be checked and regreased every 12 months. Don't forget you'll need a new split pin and a bearing seal for each axle, and be prepared to replace the inner and outer bearings if pitted or worn.

### [ *STEP BY STEP* ]

1. Park the trailer on a level surface and keep it hitched to the vehicle. Chock the trailer wheel and loosen wheel nuts half a turn on the particular wheel you're taking off. Jack up the trailer, supporting the chassis with axle stands. Undo wheel nuts and remove the wheel, then prise off the bearing dust cover with a pair of multi grips or, if it is stubborn, by tapping with a hammer or a screwdriver.
2. Remove split pin by straightening the pin and pulling out with pliers. Loosen axle nut and remove.
3. Remove the outer washer and outer bearing from axle. They should come out easily, but manipulate the hub, if required to loosen them.
4. Remove hub from axle. The inner bearing and bearing seal will likely be attached to hub. Carefully pry out seal first - then the inner bearing can easily be removed for inspection.
5. Degrease and dry bearings, inspecting for damage, particularly pitting or scoring of the rollers. While its rollers look okay, the above bearing body could be corroded. Check cones/ races for pitting, if feel any imperfections replace them.
6. Regreasing bearings (using high temperature bearing grease) by pushing the grease into the rollers by hand, or by using a bearing packing tool, available from auto shops.
7. Clean the inner surface of the hub thoroughly with a solvent such as wax and grease remover.
8. Refit the inner bearing and bearing seal to the hub, tapping the seal with a wooden block so it sits flush. Fit outer bearing and washer and mount hub on the axle. (Important to wipe / clean down axle before mounting hub)
9. Tighten axle nut up tight - then release so hub turns freely. Loosen axle nut to next hole so split pin can be fitted.

10. At this point, you may wish to refit the wheel; it will be easier to spin than just the hub, and will give you a better feel of when the bearing is too tight. Once you're happy with the tension on the bearing, fit the split pin, locking it in place by ensuring the head of the pin is seated and bending one half of the 'split' section towards you, along the axle. Tap dust cap back on.
11. Fit wheel (if not already done so) and tighten wheel nuts enough so it's secure on the hub. Spin the wheel to ensure it's moving freely, then grab the top and bottom and see if there is any movement. If the wheel is binding you may have over tightened the bearings and need to loosen to the next pin hole. If not tight enough, the wheel will have some 'play' in it. If you do not need to recheck bearing tension, return wheel to the ground, remove jack / axle stand and tension wheel nuts.
12. Check wheel nut tension and movement for bearings again after 100km. Hub must be cool to warm to the touch. If the hub is very warm to hot there is a problem. Usually means bearings are too tight or badly worn.



**IMPORTANT: New Trailers, Please Check wheel nut tension and movement for bearings after first 100km.**