



INSTALLATION OF PRE-ASSEMBLED & PREGREASED HUBS

Remove old hub from spindle, & inspect the spindle for damage or wear. Seal seat should be smooth.

Use fine grit emery cloth to remove any burrs or rust from the spindle or seal seat. If the spindle seal seat is damaged due to prior hub failure, you may need a new axle. See www.championtrailers.com for axle specifications.

The Pre-assembled & Pre-greased hub you ordered from Champion Trailers® has had the bearings, & seal installed. The hub has then been machined greased with high temperature wheel bearing grease for optimum lubrication for operation on boat or equipment trailer applications.

Once the spindle has been cleaned & inspected, remove the hub from the box & slide onto the spindle.

CAUTION ** The outer bearing is only retained in the hub by the grease. Be careful not to allow the outer bearing to fall out of the hub while sliding the hub onto the spindle. The machine tolerances of the spindle O.D. Vs. the bearing I.D. are very close. It may occur that the hub bearings will be slightly tight as you slip it onto the spindle. It may be necessary to smooth a slight film of grease onto the spindle to assist in the installation process.



Many spindles use either a standard cotter pin for spindle nut retention, however some of the more advanced spindles feature the Spindle- Lube® hub lube system, & may require a TAB WASHER for spindle nut lockdown. [see picture left]

With the new hub installed onto the spindle, install the thrust washer [the thick washer] onto the spindle. If the spindle uses a TAB WASHER for spindle nut lock down, now slip the TAB WASHER onto the spindle. Next thread the spindle nut onto the spindle. [Note: A Spindle nut is not supplied with the hub kit.] Some spindles have a $\frac{3}{4}$ " nut. Others have a 1" spindle nut. Still others may have different spindle nuts depending on the spindle manufacturers machining process. Therefore it is necessary for you to retain the existing spindle nut.

With the Spindle Nut installed hand tight, torque the spindle nut down to about 5 ft. pounds, while turning the hub by hand.

Turn the hub a full 15 revolutions to seat the bearing & races after tightened. Now loosen the spindle nut a few turns. The bearings & race have now been seated, and you can now retighten the spindle nut " BY HAND " until snug. The hub should have little or no play in the bearings at this point.

Now insert the cotter pin, or bend the Tab Washer [if installed]. " NOTE " The slotted castle nut may not line up with the hole for the cotter pin or Tab Washer. If this happens, " DO NOT TIGHTEN " the spindle nut to engage the nut retaining device. Tightening the spindle nut beyond the SNUG point, will force the bearings hard against the races and may result in hub & bearing failure.

If the castle nut must be adjusted slightly to compensate for this condition, you may find it necessary to loosen the spindle nut very slightly to engage the nut retaining device. This should result in the hub having little or no [in or out] play.