

PRE-AUTH REQUIREMENT:

Must file pre-authorization with recall flat rate code. Photos required for each repair solution required.

Option 1. Requires photo of grease color

Option 2. Requires photo of damaged bearing and grease color

Option 3. Requires photo of damaged spindle (each)

Option 4. Requires photo of damaged spindle and backing plate

See **REPAIR GUIDE** for further information/requirements for claim processing.

Please read and follow inspection/repair instructions closely. Dealer pre authorization should include:

- All supporting documentation, as specified within the **REPAIR GUIDE**
- Please be clear when verbally describing dealer inspection findings and disclosing which option of repair is required.

Promptly submit all pre-authorizations/claims through our Dealer Portal. If you have any questions or need assistance, please call our Technical Service Team at 888-825-2820 or email recall@granddesignrv.com.



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Repair Guide

11333 County Road 2, Middlebury, IN 46540
Phone: 574-825-8000, Fax: 574-825-9700
granddesignrv.com



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Axle Bearing Inspection

Objective:

To ensure the proper seating and fitment of the axle bearing and spindle nut.

Allowable Labor Time:

45 Minutes per axle

Materials Required:

- Floor jack
- Torque wrench capable of 130 ft-lbs.
- 1 ½" socket (for spindle nut)
- 1 ½" wrench (for spindle nut)
- Needle nose pliers (for cotter pin)
- Impact driver (to remove lugs)
- ¾" socket (to remove lugs)
- Small rubber/dead blow mallet (for dust cap)
- Small prying tool (for dust cap)

Repair Instructions

1. Park trailer on level ground and chock the non-elevated wheel.
2. Position floor jack under the rear spring mount and lift one side of the trailer so one wheel is off the ground.



3. Remove the tire/wheel
4. Carefully remove the dust cap and observe the color of grease

IF the color of grease is Blue – Inspection **PASSES**



Proceed to step 5

IF the color *IS NOT* Blue – Inspection **FAILS**



Proceed to **FAILED** Inspection steps

5. Remove the cotter pin



6. Use the 1 ½" wrench to remove torque from the spindle nut. **Note:** ensure the wrench is clean/free of debris prior to use)



7. Use the 1 ½" socket and torque wrench to tighten the spindle nut to approximately 50 ft-lbs. **Note:** Slowly rotate the hub assembly while tightening to 50 ft-lbs torque.



8. Use the 1 ½" wrench to again remove the torque. **Note:** Do not rotate hub once torque is removed from spindle nut.



9. Finger tighten the spindle nut until just snug.



10. Attempt to insert cotter key into castle nut, if the slots in the nut do not line up with the hole, loosen the nut only enough to get them to line up, then insert the cotter pin. Bend both cotter pin legs to secure the nut. Note: The spindle nut should be free to move with only restraint being the cotter pin.



11. Re-attach the dust cap and ensure that the hub needs minimal effort to turn.



12. Re-attach the tire and lug nuts and torque to manufacturer specs and repeat the above process on other wheel(s)



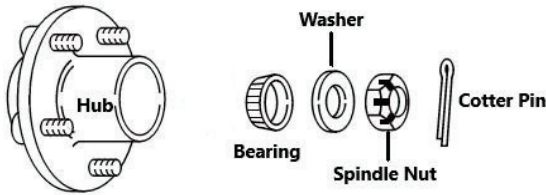
FAILED Inspection:

IF upon removing the dust cap the grease is found to be discolored (black, brown, etc.):

1. **DO NOT** tow/use trailer until the recall repair has been completed
2. Take a photo of the hub as it is on the spindle



2. Remove cotter pin, spindle nut, washer, bearing and hub from the spindle



3. Carefully inspect both outer and inner bearings for discoloration, debris, and damage. Take photos of findings
4. Carefully inspect both inside and outside of the hub for discoloration, debris and damage. Take photos of findings
5. Carefully inspect the spindle for discoloration, debris and damage. Take photos of findings
6. Submit photos and request for necessary parts to:



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Option 2: Bearing Replacement

Objective:

To ensure the proper replacement of bearings.

Allowable Labor Time:

45 Minutes per wheel

Materials Required:

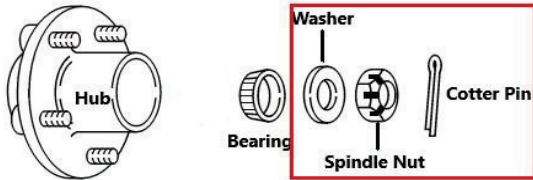
- Impact gun/driver
- Torque wrench capable of 130 ft-lbs.
- 1 1/2" wrench & socket (for spindle nut)
- Small rubber/dead blow mallet (for dust cap)
- NLGI GC-LB certified and NLGI Grade 2 (MORryde uses Kendall L-427 Super Blu #2)
- Floor jack – Jack/Safety Stands
- 3/4" socket (for lugs)
- Needle nose pliers (for cotter pin)
- Small prying tool (for dust cap)

Repair Instructions

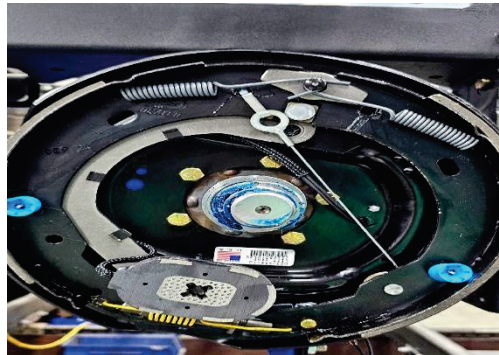
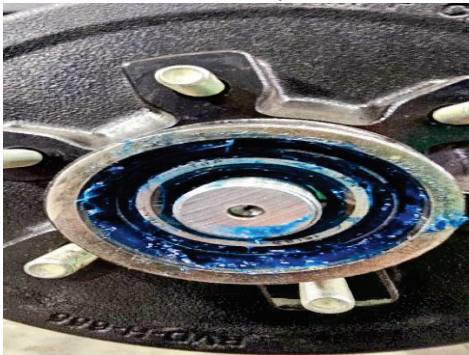
1. Park trailer on level ground. Ensure that wheel(s) on opposite side is/are chocked
2. Position floor jack under the rear spring mount and lift one side of the trailer so one wheel is off the ground. **Note:** to ensure trailer support/stability, use a jack stand to support the frame on the raised side of the trailer.



3. Remove the tire/wheel
4. Carefully remove the dust cap then remove the cotter pin, spindle nut and washer

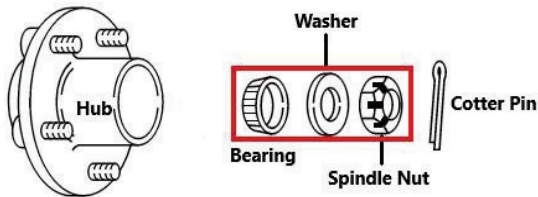


5. Remove the hub from the spindle, being careful not to allow the outer bearing cone to fall out. Note: The inner bearing cone will be retained by the seal on the backside of the hub.



6. Use a lint-free cloth to wipe the spindle clean.
7. Place the outside face of the brake hub onto a flat, level and clean work surface.

8. Lubricate both the inner and outer bearings per the Dexter Hubs/Drums/Bearings Installation Instructions:
 - Place a small amount (about the size of a half dollar) of grease into the palm of your hand.
 - Press a section of the widest end of the bearing into the outer edge of the grease pile closest to the thumb forcing grease into the interior of the bearing.
 - Repeat this while rotating the bearing from roller to roller.
 - Continue this process until you have the entire bearing completely filled with grease.
 - Apply a coat of grease inside the bearing cup being careful to keep the inside of the brake drum free of grease/dirt
9. Insert the inner bearing cone into the bearing cup
10. Install the new seal using a seal driver or seal installation tool of proper size. It is important that any seal installation tool contact the outer ring of the seal casing. If no seal driver is available, use a clean block of wood. It is critical that the seal be driven in evenly and straight. NEVER hammer directly on the seal. **NOTE:** It is NEVER necessary to bottom out the seal for proper installation. Driving the seal in too deep may damage the seal and cause it to come into contact with the inner bearing preventing it from rotating freely. Ensure that the seal is flat/flush with the face of the inner hub within .010" then ensure that the inner hub face is clean and free of any/all grease or dirt.
11. Install hub onto the spindle.
12. Once the hub is properly seated on the spindle, slide the outer bearing cone onto the spindle and into the hub followed by the washer and castle nut.



13. After placing the hub, bearings, washers, and spindle nut back on the axle spindle, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs.
14. Loosen the spindle nut to remove all of the torque. **NOTE:** Do not rotate hub during or after torque has been removed.
15. Finger tighten the spindle nut until just snug.
16. Back the spindle nut out slightly until the first castellation lines up with the cotter key hole and insert the cotter pin.
17. Bend over the cotter pin legs to secure the nut. **NOTE:** Nut should be free to move with only restraint being the cotter pin.
18. Mount the tire and lug nuts; torque to manufacturer specs.





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Option 3: Bearing & Spindle Replacement

Objective:

To ensure the proper replacement of bearings and spindle.

Allowable Labor Time:

60 Minutes per wheel

Materials Required:

Impact gun/driver

Torque wrench capable of 130 ft-lbs.

3/4" wrench and socket (for lugs and spindle bolts)

Needle nose pliers (for cotter pin)

Small prying tool (for dust cap)

NLGI GC-LB certified and NLGI Grade 2 (MORryde uses Kendall L-427 Super Blu #2)

Floor jack – Jack/Safety Stands

9/16" wrench and socket (for backer plate and spring)

1 1/2" wrench and socket (for spindle nut)

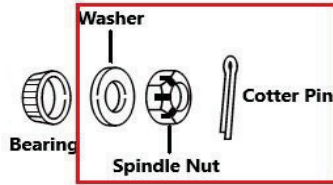
Small rubber/dead blow mallet (for dust cap)

Repair Instructions

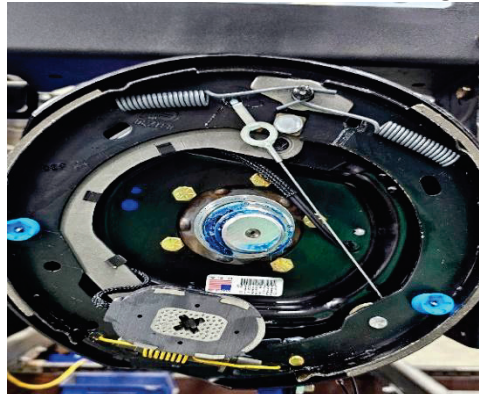
1. Park trailer on level ground. Ensure that wheel(s) on opposite side is/are chocked
2. Position floor jack under the rear spring mount and lift one side of the trailer so one wheel is off the ground. **Note:** to ensure trailer support/stability, use a jack stand to support the frame on the raised side of the trailer.



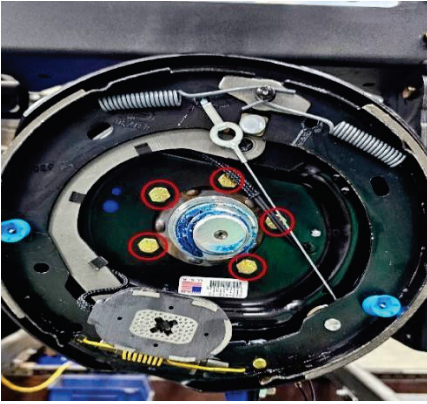
3. Remove the tire/wheel
4. Carefully remove the dust cap then remove the cotter pin, spindle nut and washer



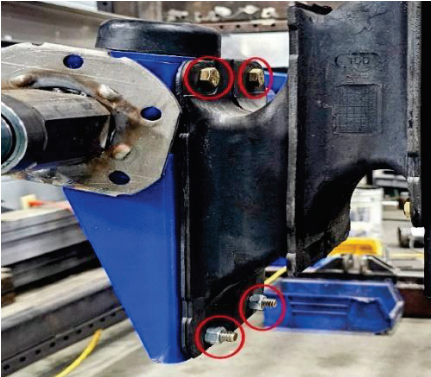
5. Remove the hub from the spindle, being careful not to allow the outer bearing cone to fall out.



6. Once the hub is off, use the 9/16" wrench and socket to remove five (5) backing plate bolts/nuts from the mount.



7. Once the backing plate is off, use the 9/16" wrench and socket to remove four (4) rubber shear spring bolts/nuts from the A arm mount, allowing the A arm to drop down.



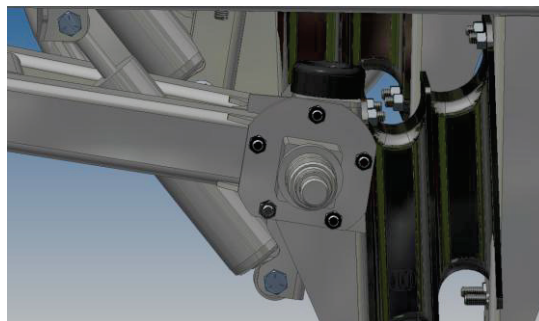
8. Use the 3/4" wrench and socket to remove four (4) spindle bolts/nuts from the A arm mount. **Note:** Prior to removing the spindle, observe the orientation of the spindle/backer mount to ensure the new spindle will be correctly mounted.



9. Remove the old spindle from the A-arm.

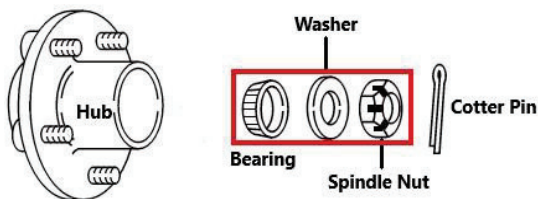
10. Working in reverse order as was done to remove the spindle:

- Slide the new spindle halfway into the A-arm ensuring that the spindle orientation is the same as the one removed as seen below, with the large radius up.
- Insert five brake backing plate bolts into the flange on the spindle then slide spindle the remainder of the way into the A-arm



- Use four spindle bolts and nuts to attach the spindle to the A-arm; torque spindle bolts to 95 ft-lbs
- Use four spring bolts and nuts to attach the spring to the A-arm spring mount; torque spring bolts to 40 ft-lbs.
- Using the five backing plate bolts installed earlier, attach the brake backing plate to the spindle flange; torque the bolts to 40 ft-lbs.

11. Use a lint-free cloth to wipe the spindle clean.
12. Place the outside face of the replacement brake hub onto a flat, level and clean work surface.
13. Lubricate both the inner and outer bearings per the Dexter Hubs/Drums/Bearings Installation Instructions:
 - Place a small amount (about the size of a half dollar) of grease into the palm of your hand.
 - Press a section of the widest end of the bearing into the outer edge of the grease pile closest to the thumb forcing grease into the interior of the bearing.
 - Repeat this while rotating the bearing from roller to roller.
 - Continue this process until you have the entire bearing completely filled with grease.
 - Apply a coat of grease inside both bearing cups being careful to keep the inside of the brake drum free of grease/dirt
14. Apply a half-dollar sized amount of grease into hub cavity then insert the inner bearing cone into the bearing cup.
15. Install the new seal using a seal driver or seal installation tool of proper size. It is important that any seal installation tool contact the outer ring of the seal casing. If no seal driver is available, use a clean block of wood. It is critical that the seal be driven in evenly and straight. **NOTE:** It is NEVER necessary to bottom out the seal for proper installation. Driving the seal in too deep may damage the seal and cause it to come into contact with the inner bearing preventing it from rotating freely. Ensure that the seal is flat/flush with the face of the inner hub within .010" then ensure that the inner hub face is clean and free of any/all grease or dirt.
16. Install hub onto the spindle.
17. Once the hub is properly seated on the spindle, slide the outer bearing cone onto the spindle and into the hub followed by the washer and castle nut.



18. After placing the hub, bearings, washers, and spindle nut back on the axle spindle, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs.
19. Loosen the spindle nut to remove all of the torque. **NOTE:** Do not rotate hub during or after torque has been removed.
20. Finger tighten the spindle nut until just snug.
21. Attempt to insert cotter key into castle nut, if the slots in the nut do not line up with the hole, loosen the nut only enough to get them to line up, then insert the cotter pin.
22. Bend over the cotter pin legs to secure the nut. **NOTE:** Nut should be free to move with only restraint being the cotter pin.
23. Mount the tire and lug nuts; torque to manufacturer specs.





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Option 4: Bearing, Spindle & Backing Plate Replacement

Objective:

To ensure the proper replacement of bearings, brake backing plate and spindle.

Allowable Labor Time:

60 Minutes per wheel

Materials Required:

Impact gun/driver

Torque wrench capable of 130 ft-lbs.

3/4" wrench and socket (for lugs and spindle bolts)

Needle nose pliers (for cotter pin)

Small prying tool (for dust cap)

NLGI GC-LB certified and NLGI Grade 2 (MORryde uses Kendall L-427 Super Blu #2)

Floor jack – Jack/Safety Stands

9/16" wrench and socket (for backer plate and spring)

1 1/2" wrench and socket (for spindle nut)

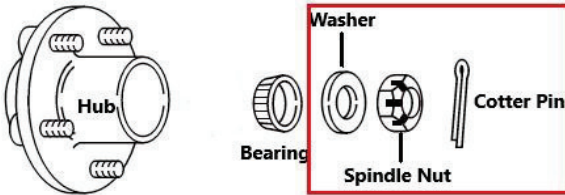
Small rubber/dead blow mallet (for dust cap)

Repair Instructions

1. Park trailer on level ground. Ensure that wheel(s) on opposite side is/are chocked
2. Position floor jack under the rear spring mount and lift one side of the trailer so one wheel is off the ground. **Note:** to ensure trailer support/stability, use a jack stand to support the frame on the raised side of the trailer.



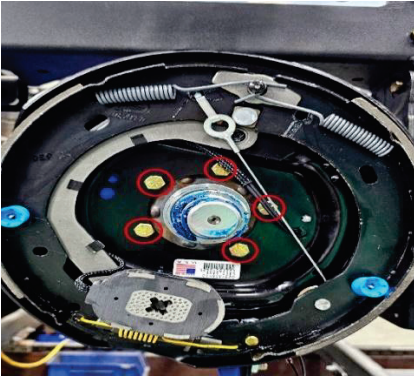
3. Remove the tire/wheel
4. Carefully remove the dust cap then remove the cotter pin, spindle nut and washer



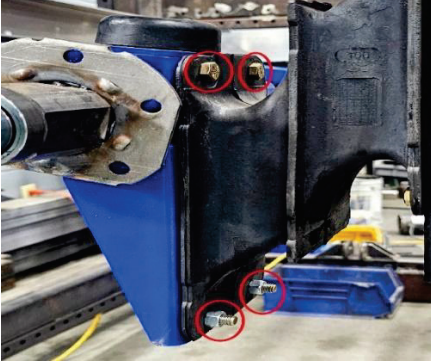
5. Remove the hub from the spindle, being careful not to allow the outer bearing cone to fall out.



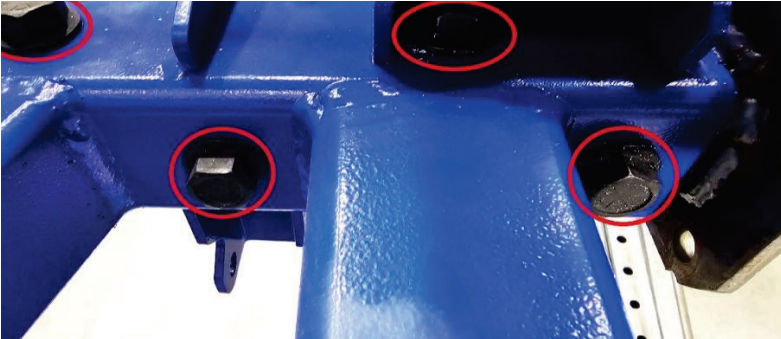
6. Once the hub is off, use the 9/16" wrench and socket to remove five (5) backing plate bolts/nuts from the mount.



7. Once the backing plate is off, use the 9/16" wrench and socket to remove four (4) rubber shear spring bolts/nuts from the A arm mount, allowing the A arm to drop down.



8. Use the 3/4" wrench and socket to remove four (4) spindle bolts/nuts from the A arm mount. **Note:** Prior to removing the spindle, observe the orientation of the spindle/backer mount to ensure the new spindle will be correctly mounted.

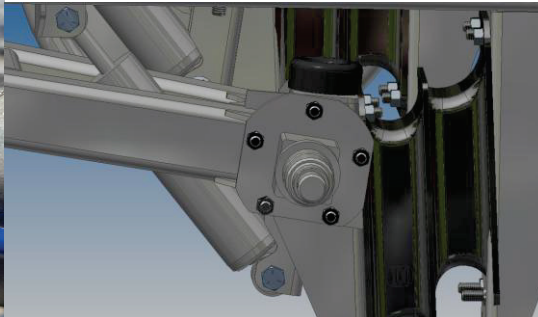
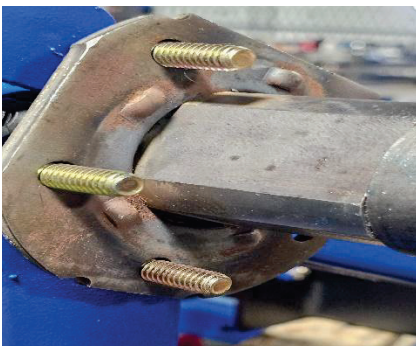


9. Remove the old spindle from the A-arm.

10. Working in reverse order as was done to remove the spindle:

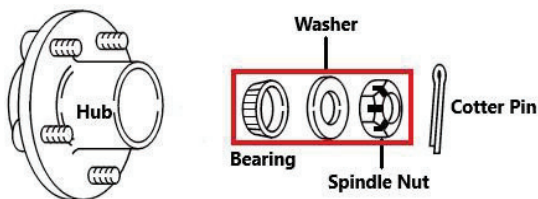
Slide the new spindle halfway into the A-arm ensuring that the spindle orientation is the same as the one removed as seen below, with the large radius up.

- Insert five brake backing plate bolts into the flange on the spindle then slide spindle the remainder of the way into the A-arm



- Use four spindle bolts and nuts to attach the spindle to the A-arm; torque spindle bolts to 95 ft-lbs
- Use four spring bolts and nuts to attach the spring to the A-arm spring mount; torque spring bolts to 40 ft-lbs.
- Using the five backing plate bolts installed earlier, attach the new brake backing plate to the spindle flange; torque the bolts to 40 ft-lbs.

11. Use a lint-free cloth to wipe the spindle clean.
12. Place the outside face of the replacement brake hub onto a flat, level and clean work surface.
13. Lubricate both the inner and outer bearings per the Dexter Hubs/Drums/Bearings Installation Instructions:
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16. Install onto the spindle.
17. Once the hub is properly seated on the spindle, slide the outer bearing cone onto the spindle and into the hub followed by the washer and castle nut.



18. After placing the hub, bearings, washers, and spindle nut back on the axle spindle, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs.
19. Loosen the spindle nut to remove all of the torque. **NOTE:** Do not rotate hub during or after torque has been removed.
20. Finger tighten the spindle nut until just snug.
21. Attempt to insert cotter key into castle nut, if the slots in the nut do not line up with the hole, loosen the nut only enough to get them to line up, then insert the cotter pin.
22. Bend over the cotter pin legs to secure the nut. **NOTE:** Nut should be free to move with only restraint being the cotter pin.
23. Mount the tire and lug nuts; torque to manufacturer specs.

