



**Rick March, General Manager
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Greetings,

As I write this article at the beginning of February, we just had our first major snowstorm of the Winter season here in Ohio. 12 inches of the nasty white stuff!! We have been very fortunate up to this point so I can't really complain, and warmer days will be here before you know it. So, as we look forward to Spring let's talk about your wheel bearings. I wrote an article back in 2016 covering the Never-Lube – bearings. Since that time, we have introduced the bearings in many other models of our trailers. As you look forward to Spring this is a good reminder to have them checked. The models equipped with the Never – Lube – bearings are below.

2006 – Introduced on Classic trailers with disc brakes.

2010 – All trailers 25 ft. and longer.

2017 – All trailers excluding Sport, Basecamp, and Nest.

2020 – All trailers excluding Bambi, Basecamp, and Nest.

We get questions concerning these bearings and to see if they can install these in place of the standard bearing set which have been used for many years. Owners are trying to break free from the routine maintenance required of cleaning and repacking these bearings. If you have the standard bearings, they **cannot** be replaced by the Nev-R-Lube style. There were changes made to both the hub size and the spindle size. The complete axle would have to be replaced.

I do want to emphasize if you do have a trailer that has the Nev-R- Lube bearings installed there are periodic checks that need to be performed to make sure they are in good working order. I will outline these checks along with the benefits below.



Dexter Assembly Cut Away Showing the Nev-R-Lube Bearing



Nev-R-Lube Bearing

What are the advantages of the Dexter Nev-R- Lube bearings?

- No need to pull the hubs to repack the bearings or replace the grease seals when checking the brakes.
- No more inner and outer bearings. Just one sealed bearing cartridge.
- Pre-set adjustment means installation is easy and human error is virtually eliminated in bearing adjustment.
- Pre-lubricated at the bearing factory providing resistance to contamination.
- Sealed for life which means increased durability and reliability and no more bearing maintenance.
- 5 year or 100,000 mile warranty against defects in material and workmanship.

Nev-R-Lube Bearing maintenance needing performed every 12 months or 12,000 miles.

1. Elevate and support the trailer unit per manufactures instructions. Never jack the trailer up on any part of the axle. Always jack the trailer up on the main frame rails of the trailer.
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 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.

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

Nev-R-Lube Bearing end play inspection.

Airstream uses the 42MM Nev-R-Lube bearing (Dexter part number 31-73-3) in the trailers. The tilt value for this bearing is .005 per inch. To find total axle end play allowance you would multiply .005 by half of the complete tire diameter. Example: the tire measures 30 inches in diameter. Multiply .005 by 15 to get the maximum axle end play which would be .075.

Note: It is important to note that most mounted tires will deflect easily when enough hand pressure is applied while moving it at the top and bottom. Excessive pressure will result in the perception that the bearing's tilt is greater than it actually is. If possible, this should be checked by a professional. If you have traveled many miles with your trailer this would also be a good time to have the dealership check the brake pad thickness as well.

The important thing to remember is that even though this bearing is sealed and does not need lubricated it still needs to have a yearly inspection for the end play. Having this checked will hopefully keep you from having wheel bearing issues on that next adventure you are planning.

Portions of this article were taken directly from the Dexter Axle web-site.

I would love hearing from you and if you have a suggestion or topic you would like to see covered in a future article, or have a question just drop me a line at rmarch@airstream.com .

Have a great month!

Rick March