INSTALLATION INSTRUCTIONS

Pre-Greased Hub Kits

Pre-Greased Hub Kits:
K08-259-1G: 2.2K, 5-4.50 BC, 5.50 Dia. Studded, 1/2”-20, 1.718 Seal
K08-248-1G: 3.5K, 5-4.50 BC Studded, 1/2”-20, 1.718” Seal
K08-256-1G: 3.5K, 5-5.00 BC Studded, 1/2”-20, 1.718” Seal

Pre-Greased Hub-Drum Kits:
K08-247-1G: 3.5K, 5-4.50 BC Studded, 1/2”-20, 1.718” Seal
K08-249-1G: 3.5K, 5-5.00 BC Studded, 1/2”-20, 1.718 Seal
K08-201-1G: 6K, 6-5.50 BC Studded, 1/2”-20, 2.125” Seal
K08-201-2G: 6K, 6-5.50 BC Studded, 1/2”-20, 2.25” Seal
K08-219-1G: 7K, 8-6.50 BC Studded, 1/2”-20 2.25” Seal
K08-219-2G: 7K, 8-6.50 BC Studded, 9/16”-18, 2.25” Seal



Rendering Example of K08-201-1G

Dexter genuine pre-greased hub and hub-drum kits are a replacement for a range of axle manufacturers and models. All Dexter genuine pre-greased hub and hub-drum kits include qualified bearings packed with grease, Seals, greased caps, spindle nut hardware, grease plugs, and wheel nuts applicable for multiple axle companies. Be aware that the kit includes various grease caps and spindle nut hardware pieces - installers should use these instructions to identify the correct spindle type and grease cap needed. Installers are encouraged not to inter-mingle pre-existing components to complete the installation.

The maintenance schedules in the Dexter Operation Service Manuals still apply to pre-greased hub and hub-drum kits, available at www.dexteraxle.com/resources.

⚠ CAUTION

Be sure to wear safety glasses when removing or installing force fitted parts. Failure to comply may result in serious eye injury.

Hub Removal

1. Elevate and support the trailer unit per trailer manufacturer instructions. Remove wheel.

⚠ CAUTION

You must follow the maintenance procedures to prevent damage to important structural components. Damage to certain structural components such as wheel bearings can cause the wheel end to come off of the axle. Loss of a wheel end while the trailer is moving can cause you to lose control, which can result in serious injury or death.

2. Remove the grease cap by carefully prying progressively around the flange of the cap. If the hub is an oil lube type, then the cap can be removed by unscrewing it counterclockwise while holding the hub stationary.
3. Remove the cotter pin from the spindle nut. For E-Z Lube® axles produced after February of 2002, a new type of retainer is used. Gently pry off retainer from the nut and set aside. Unscrew the spindle nut (counterclockwise) and remove the spindle washer.
4. Remove the hub or hub-drum from the spindle, being careful not to damage the spindle. Be aware of the components and order of the spindle nut hardware.

Spindle Inspection

Use solvent and a cloth to carefully clean remaining grease from the spindle until the bearing and spindle Seal surface are clear of any debris. Inspect the spindle for damage that will impact the Seal or bearing performance.

Bearing Adjustment and Hub Replacement

If the hub has been removed or bearing adjustment is required, the following adjustment procedure must be followed.

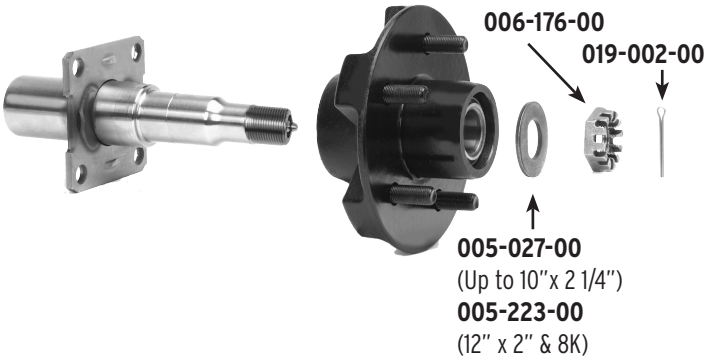
CAUTION

NOT all Dexter’s D20 series sprung axle and our #8 and #9 Torflex axles equipped with E-Z lube can use this new nut retainer system. Those axles that do NOT have a “D” washer between the outer bearing and the tang washer should NOT use this kit. They should continue to use the old style tang washer and spindle nut.

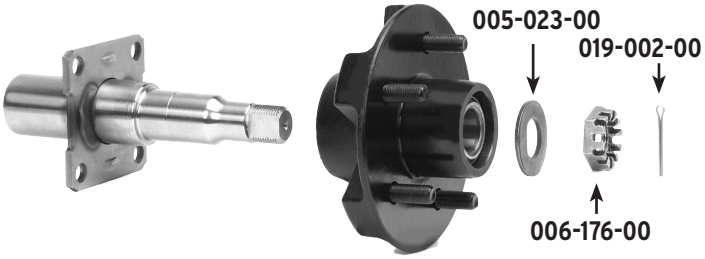
For axles using nut retainer and cotter pin:

1. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs. (12” wrench or pliers with full hand force). The bearings should bind, but not lock up. If the bearings lock up, investigate and repair as required. **NOTE: MAKE SURE ALL REPLACEMENT SPINDLE NUT HARDWARE MATCHES THE EXISTING HARDWARE FROM PREVIOUS RETENTION SYSTEM.**

Cotter Pin System - Round Spindle:



Cotter Pin System - D-Flat Spindle:



2. Leave the hub or hub-drum stationary and slowly loosen the wrench just until the torque on the nut goes to zero. **NOTE: THE TORQUE WILL TYPICALLY GO TO ZERO - DO NOT CONTINUE TO LOOSEN.**
3. The final bearing adjustment step is to turn the spindle nut clockwise until it is finger tight.
4. Install the spindle nut retainers and cotter pins. If necessary, move the nut slightly until the first castellation lines up with cotter key hole.

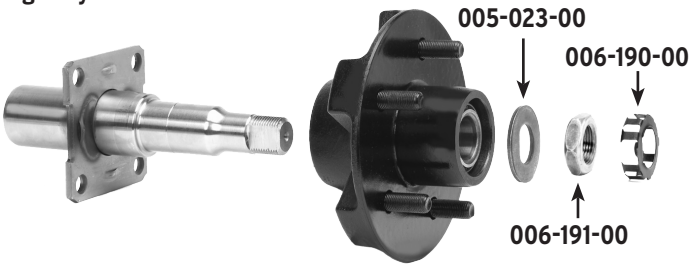


5. Reinstall matching grease cap.

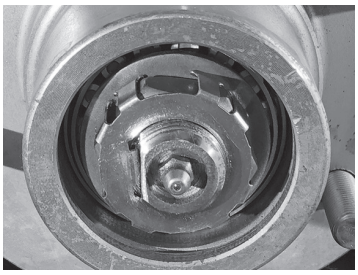
For E-Z Lube® axles using the new nut retainer:

1. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 Ft. Lbs. (12" wrench or pliers with full hand force.)

Caged System:



2. Loosen the spindle nut to remove the torque. Do not rotate the hub.
3. The final bearing adjustment step is to turn the spindle nut clockwise until it is finger tight.
4. Align the internal tab of the retainer clip with the flat on the spindle. Then snap the retainer clip (006-190-00) over the spindle jam nut.



5. If the nut is too tight, remove the retainer and back the nut off approximately one twelfth of a turn and reinstall the retainer. The nut should now be free to move slightly.
6. Reinstall matching grease cap.

⚠ CAUTION

Dexter has advised trailer manufacturers of wheel offset limitations associated with standard, oil or E-Z lube bearings. Wheel offset should not exceed ±0.5". Deviation from these limits will result in limited bearing life and possible catastrophic failure.

Please reference Light Duty Service Manual (LIT-001-00) for instructions for proper wheel attachment instructions, as well as additional information regarding grease standards and regular maintenance schedule.

SCAN BELOW FOR MORE INFO ON OUR PRE-GREASED HUB PRODUCT LINE.

SCAN BELOW FOR LIGHT DUTY SERVICE MANUAL (LIT-001-00)