



INSTALLATION INSTRUCTIONS

Nev-R-Lube® Bearing System

K71-995-00: Nev-R-Lube® Bearing Cartridges for 7K-8K axles
K71-996-00: Nev-R-Lube® Bearing Cartridges for 3.5K axles
K71-997-00: Nev-R-Lube® Bearing Cartridges for 5.2K-6K axles

⚠ CAUTION

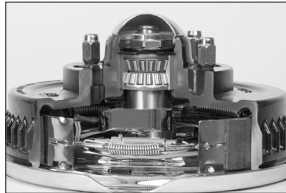
You must follow the maintenance procedures to prevent damage to important structural components. Damage to certain structural components such as wheel bearings can cause the wheel end to come off of the axle. Loss of a wheel end while the trailer is moving can cause you to lose control, which can result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

⚠ CAUTION

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

Nev-R-Lube® Drums/Bearings

Dexter's Nev-R-Lube® bearings are comprised of opposed tapered roller bearing cones sealed inside of a precision ground, one piece double cup arrangement. These bearings are designed with a small amount of axial end play. This end play is essential to the longevity of the bearings service life. **Nev-R-Lube® is not designed for immersion in water, such as boat trailer use.**



CAUTION

Dexter has advised trailer manufacturers of certain wheel limitations when used with the Nev-R-Lube® bearings. The offset of the wheel must be as listed. Deviation from these limits will result in limited bearing life and possible catastrophic failure.

- **35MM** - use only zero offset wheels
- **42MM** - use only zero offset wheels
- **50MM** - use only zero offset to .50" wheels at 7,000 lbs. cap.
- **50MM** - use only zero offset to .19" wheels at 8,000 lbs. cap.

Nev-R-Lube® Drum Removal

Whenever the hub equipment on your axle must be removed for inspection or maintenance, the following procedure should be utilized.

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

⚠ CAUTION

Do not lift or support the trailer on any part of the axle or suspension system. Never go under any trailer unless it is properly supported on jack stands which have been rated for the load. Improperly supported vehicles can fall unexpectedly and cause serious injury or death.

Remove the grease cap from the hub by carefully prying progressively around the flange.

2. Remove snap ring on the end of the spindle. Remove "torque instruction" washer.
3. Unscrew the spindle nut (counterclockwise) and remove the spindle washer.
4. Carefully remove the hub from the spindle. The Nev-R-Lube® bearing cartridge will remain in the hub. Do not remove cartridge bearing from the hub bore unless replacement of the bearing cartridge is intended. Special tools and techniques are required for removal of the old bearing.

⚠ CAUTION

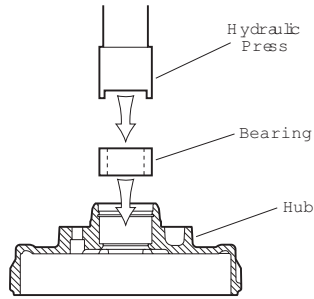
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Bearing Size	End Play	Resultant Tilt Value
35 MM	.005" axial	.003" / per inch
42 MM	.006" axial	.005" / per inch
50 MM	.008" axial	.004" / per inch

It is important to note that most mounted tires will deflect fairly easily when enough hand pressure is applied while shaking the tire. Excessive pressure will result in the perception that the bearings' tilt is greater than it actually is. This same phenomenon will occur when checking any wheel end, even those equipped with conventional bearing sets.

Nev-R-Lube® Bearing Replacement and Drum Installation

1. Once the drum and bearing assembly is removed from the axle, remove “internal” snap ring from the bearing bore that retains bearing.
2. Using an arbor press and mandrel, press the bearing out of the drum. Bearing will exit on the wheel side of the drum.
3. When replacing a Nev-R-Lube® bearing pack, the bore in the hub should be cleaned and inspected for visual damage (replace as necessary).
4. Install the new bearing using an arbor press fitted with a hollow or stepped punch face to press only on the outer housing of the bearing. Failure to follow procedure will damage the bearing and/or seals during installation. Press bearing until it seats against the backup shoulder machined into the hub.
5. Install **internal** snap ring into hub.
6. Clean and inspect spindle shaft. Apply a light coating of anti-seize lubricant to the spindle shaft prior to assembling drum.
7. Install drum assembly onto spindle. **DO NOT FORCE.**
8. Install steel washer onto spindle end.
9. Start self-locking nut onto spindle thread by hand. Complete installation using a 1-7/16” 6 or 12 point socket and torque wrench. Nut should be torqued to 145-155 Ft. Lbs. (this torque will set the internal bearing adjustment, no other adjustments are to be made).
10. Install “torque instruction” washer onto end of spindle.
11. Install “external” snap ring onto end of spindle to retain washer.
12. Inspect assembly for excessive end play, noise, and rotation restriction prior to mounting final wheel end hardware.



Bearing units should be inspected every year or 12,000 miles whichever comes first. Please reference Light Duty Service Manual (LIT-001-00) for instructions for proper wheel attachment instructions, as well as additional information and regular maintenance schedule.

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

