BEARING AND SEAL INSPECTION

Remove hubs and check the bearings before installing Bearing Buddy®. Replace bearings if they are damaged, rusted, or pitted. Clean old grease and contaminants out of the hubs. Check the condition of the inner seals. Be sure they are new, top quality, and running on a smooth spindle sealing surface. **IMPORTANT:** As you reassemble the components, **fill the hubs completely** with a high quality, multipurpose, no.2 grade lubricant (e.g., the type used for automotive suspensions). Don't use heavy, fibrous greases; don't mix grease types.**BEARING BUDDY® INSTALLATION**

Hold the Bearing Buddy® against the hub with a small block of wood, and drive it into place with a hammer. If Bearing Buddy® cannot be driven into the hub, or will not fit tightly into the hub, don't force it. Your hubs may be slightly oversized or undersized. If this occurs, or if the Bearing Buddy® is obviously too large or too small; contact your dealer. If you install Model 1980T (threaded), apply Permatex or some other grease proof gasket cement to the Bearing Buddy® threads, and then screw Bearing Buddy® into the hub, hand tight.**HOW TO REMOVE A BEARING BUDDY®**

Bearing Buddy® is held in the hub by an interference fit. To remove Bearing Buddy®, lay a block of wood against the side of it and strike the wood with a hammer. Place the wood on the opposite side and hit again. Continue this procedure until you ''walk'' the Bearing Buddy® out of the hub. Don't disassemble the Bearing Buddy® to attempt to remove it.

HOW IT WORKS

The axle hub is filled with grease until the grease forces the Bearing Buddy® piston outward about 1/8 inch. Because the piston is spring loaded, the piston exerts a slight (3 psi) pressure against the grease, which maintains a slight pressure between the inside of the hub and the outside environment. When the hub is submerged, water cannot enter the hub because of this pressure. An automatic pressure relief feature prevents over-filling and over pressurization. Bearing Buddy diagram Without this feature, the inner seal will be damaged.

Grease can be added to the hub through an easily accessible grease fitting located in the center of the piston. Lubricant level (and pressure) can be checked quickly by pressing on the edge of the moveable piston. If you can rock or move the piston, the hub is properly filled. Bearing Buddy® will last the life of your trailer. The outer barrel is made of steel and is triple chrome plated. Internal Bearing Buddy® parts are made of stainless steel. Bearing Buddy® is also available with a stainless steel barrel for maximum corrosion protection.

WHY TRAILERS NEED BEARING PROTECTION

Boat Trailers

Trailering, even a short distance, heats the hubs. When the wheels are submerged during launching, the hubs suddenly cool and the air inside the unprotected hubs contracts, forming a vacuum which draws in water through the rear seals. There is no such thing as a rotating seal that stays perfect. Water and grit thus drawn into the hubs relentlessly destroy bearings. When properly installed and maintained, Bearing Buddy® prevents wheel bearing failure and eliminates bearing repacking. Boat trailer wheels can be completely submerged.**Utility Equipment, ATV, Horse, Camping, and other occasional use trailers**

These trailers, because they are not used regularly, are also subject to bearing corrosion and failure from condensation moisture from air sucked into hot hubs as they cool. Moisture stays in the hubs causing rust and pitting until they are reheated when the trailer is used again.

BEARING BUDDY® VS. OIL BATH

Some trailer manufacturers are offering an oil bath system as an alternative to a standard bearing protector, such as Bearing Buddy®. They claim that since long haul trucks use this system it must be a superior system to a grease packed hub. What they fail to recognize is that America's highways are the perfect environment and application, as the constant miles and tire rotation keeps the bearings well lubricated. Boat trailers, however, operate in a completely different environment. The hubs on a trailer can heat up during long trips and when they are dipped into cool lake water, the sudden temperature change creates a vacuum inside the hub. This vacuum will draw any condensation, moisture, or impurities directly into the bearings, which can cause premature bearing failure. Standard bearing protectors, such as Bearing Buddy®, make it easy to visually check the amount of grease inside grease packed hubs. The internal spring piston exerts about 3 p.s.i. against the grease to ensure that no water enters the hub when the hub is submerged during loading and unloading. When properly maintained, there are no voids inside the hub where condensation can form during winter storage. By comparison, oil bath hubs should be checked after every loading/unloading cycle to make sure water has not penetrated and diluted the oil. Small leaks can cause the oil to escape and once this happens, bearing failure is quick and complete within a few miles. Most oil bath hubs are only half filled with oil and must be carefully inspected to maintain the proper level. Too much or too little oil could cause problems. If a Bearing Buddy® is knocked off, it would still be possible to run for many miles without bearing failure. This would not be possible with an oil bath. Bearing failure would occur within a few miles.