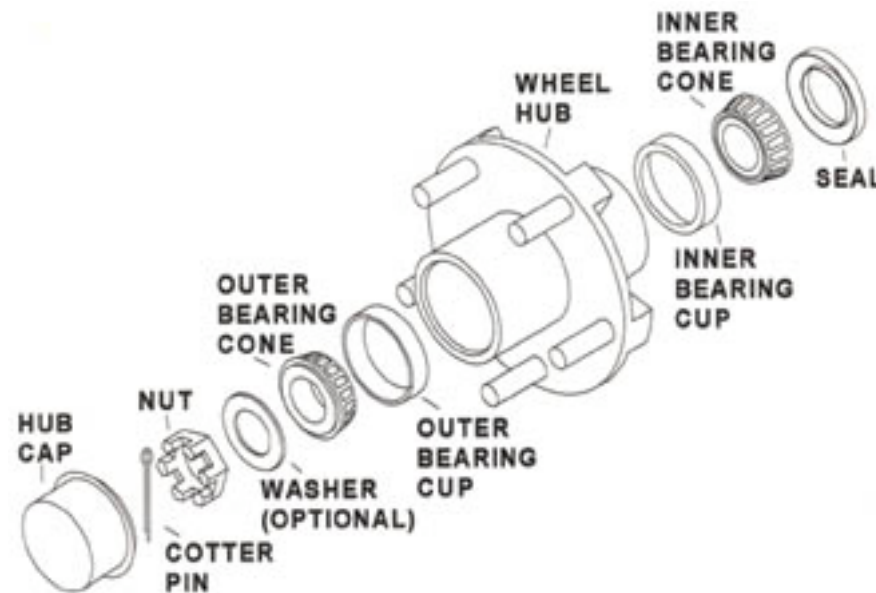




Wheel Bearing Replacement Epic (Amera Trail) Trailers



Please refer to trailer documentation for details on part numbers and procedures. EpicMarine.com is not responsible for misuse of this information or damages/injury that may occur. There are no representations or warranties regarding these instructions. Use at your own risk.

Tools Needed

4 way wrench
3/8" and 7/16" Flare nut wrench
1/2" Box wrench
2 jack stands
Floor Jack
Screwdriver
Brass Drift Punch
Hammer
Rubber Mallet or block of wood
Bearing Packing Kit
Bearing Race (Cup) and Seal Driver Kit
Grease Gun



Please refer to the TMS Trailer Maintenance Guide and Pete's Trailer Brake Bleeding Guide for additional aspects concerning your Amera Trail Trailer. Pete has some good pic's of the caliper and the location of the Bleed Screw, Caliper Retaining Bolt and Brake Line.

Replacement Parts

5 lug trailer:

2 - Spindo Spring Seals - 233-168-SP2-1
2 - Spindo Spring Seals - 58846C
4 - Inner Bearing - 68149
4 - Inner Race or Cup - 68110
4 - Outer Race of Cup - 44610
4 - Outer Bearing - 44649

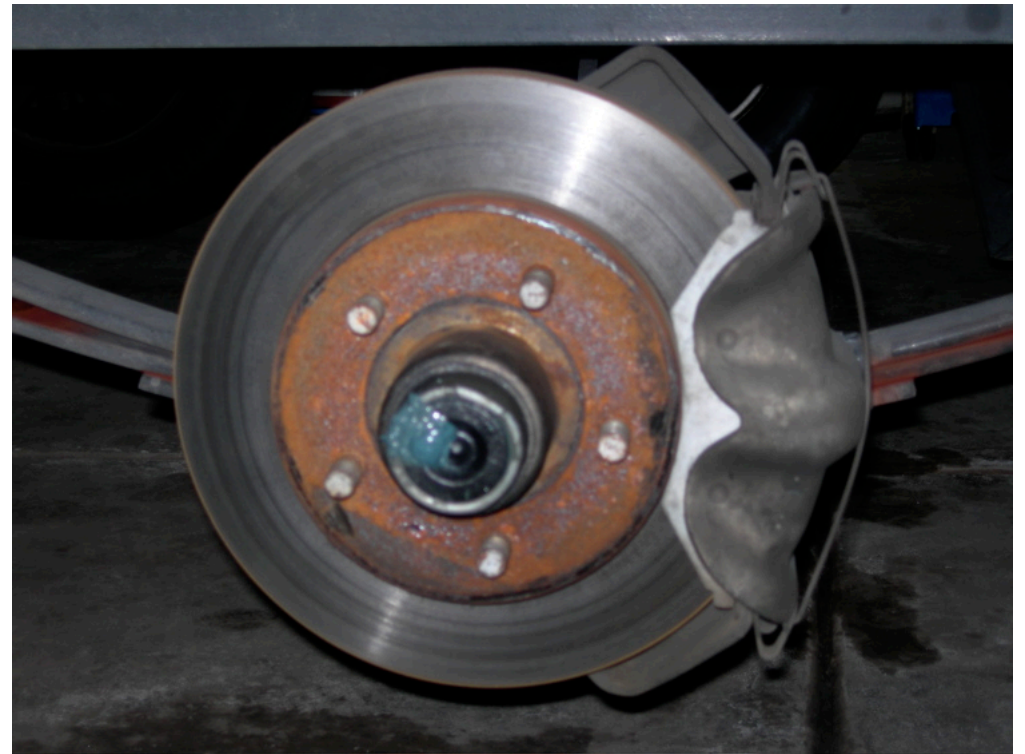
Available at Henderson Parts, 333 North State, Orem, UT 84057, 801 229-2333, 888 586-8774

Full Set - \$80.81 plus tax 3/16/2007

Jack the trailer and place the jack stands under the trailer. Remove the tires.

Undo the Brake Line from the Caliper - you may want to catch the brake fluid in an oil pan to minimize brake fluid on the ground.

Undo the Caliper Retaining bolt.



Remove the retaining wire.



Remove the Caliper and brake pads.



Remove the hub cap. Straighten cotter pin and remove.



Remove the safety nut.



Remove the hub nut.



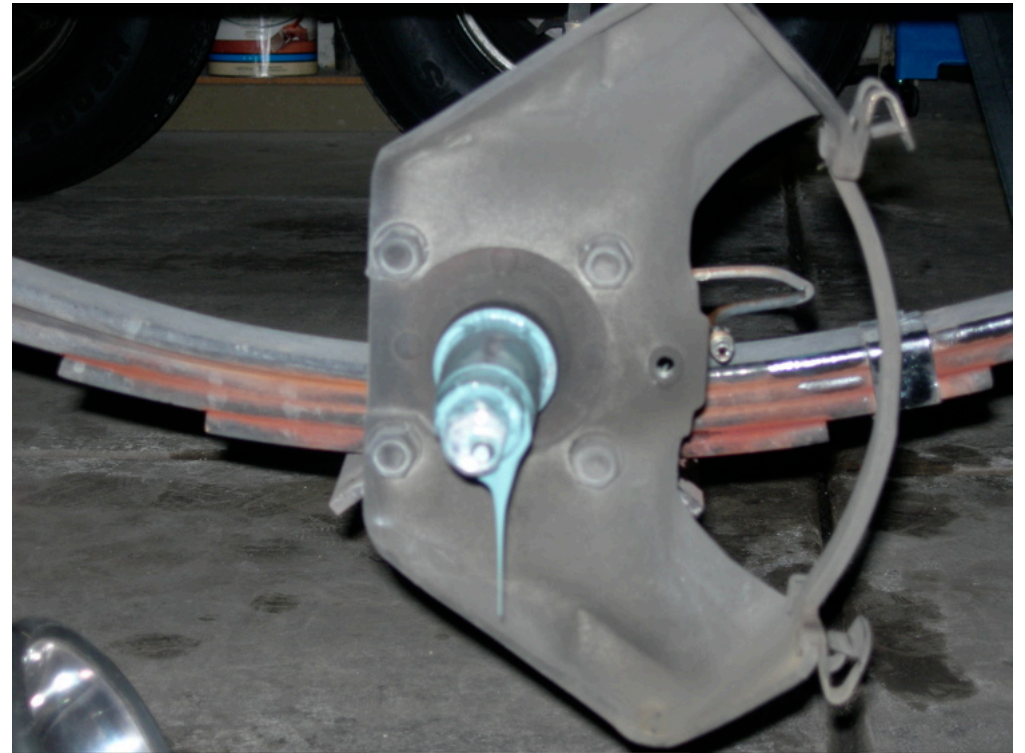
Remove the washer.



Remove the outer bearing.



Pull the wheel hub/rotor off the axle spindle.



Find a small seal driver that will pass through the hub and seat into the inner bearing.



Knock out the inner bearing and inner seal.



Discard the old seal and bearing.



Knock out the outer race/cup using the brass drift punch.



Note - you'll need to ease the outer race/cup out by tapping the race around different points to inch it out.



Discard the old outer race. Remove the inner race the same way by tapping it out using the brass drift punch.



Prepare the new parts to install.



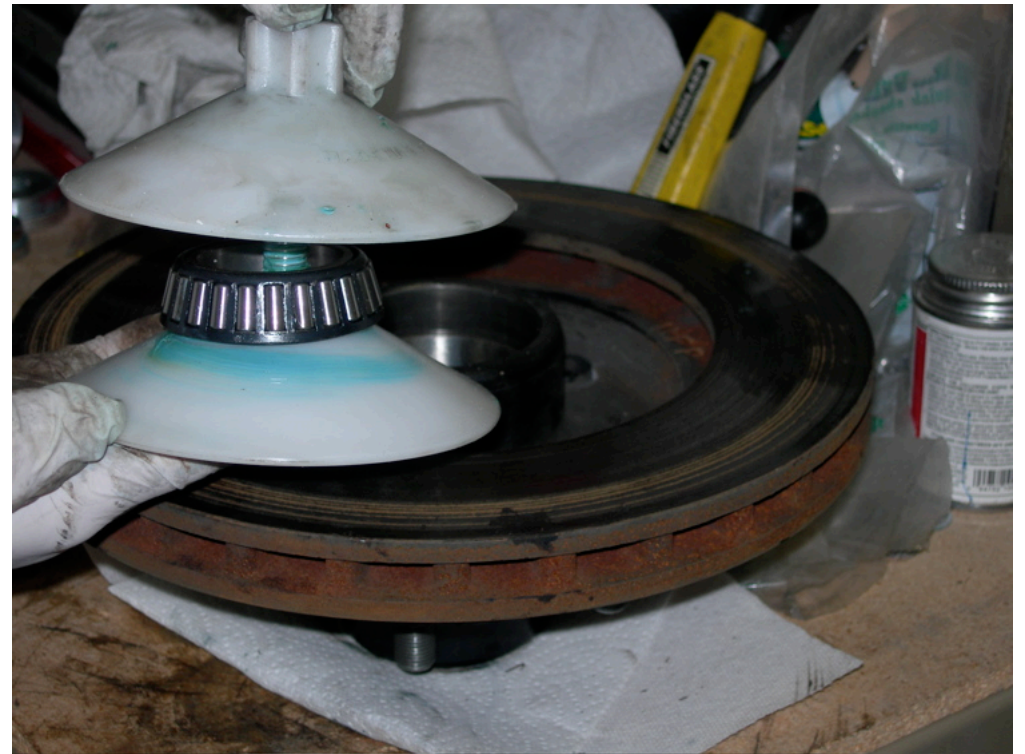
Insert the new outer race/sup using the drive tool with the appropriate sized driver. Make sure the race/cup is seated straight and all the way into the hub.



Insert the inner race/cup.



Place the inner bearing into the bearing packing kit.



Pack the bearing using marine grade wheel grease.



Remove the bearing from the packing kit.



Place the inner bearing straight into the hub.



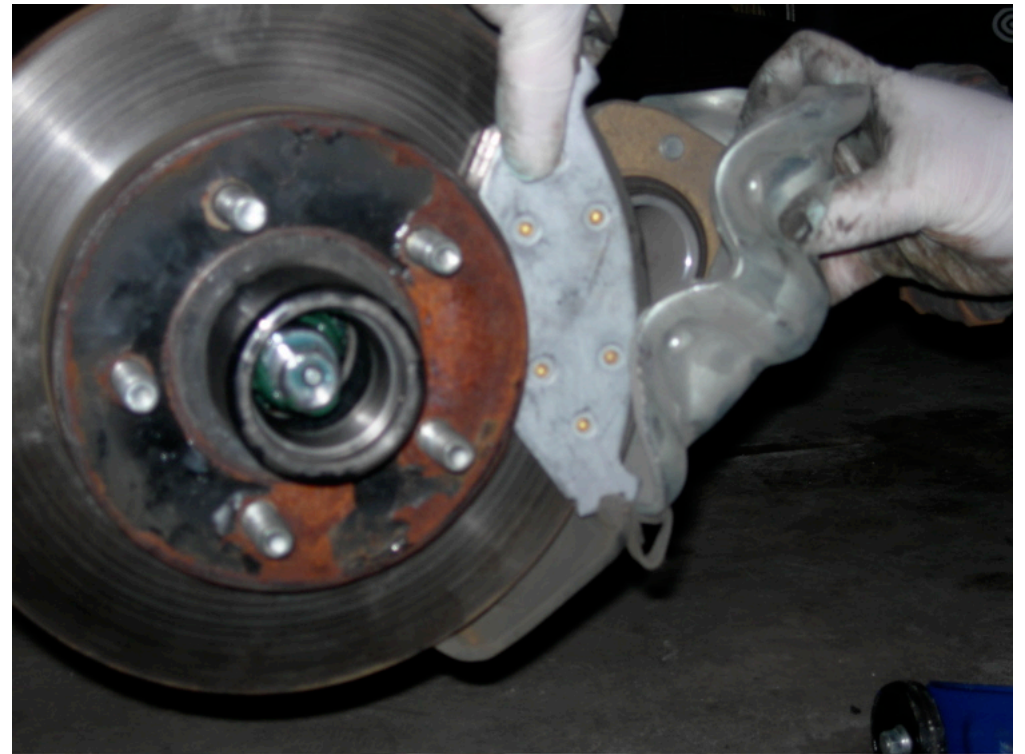
Tap the inner seal into the hub using wood block.



Slide the hub/rotor onto the axle spindle.



Slide the brake pads into the top and bottom guides. Slide the caliper into the bottom retaining slot and snap into the top retaining slot.



Insert the retaining wire.

Insert the Caliper Retaining bolt and tighten.



Insert the outer bearing.



Insert the washer.



Insert the bolt and thumb tighten while rotating the hub/rotor. When the hub/rotor binds slightly, back off the bolt/nut 1/6 to 1/4 turn. The hub/rotor should spin without any resistance.



Place the safety nut onto the hub nut.



Insert the cotter pin. Bend and wrap both ends of the cotter pin.



Pump marine wheel grease unto the hub until you see grease oozing out around the washer.



Tap the hub cap or buddy bearing onto the hub.



Add additional marine wheel grease until the rubber flexes out 1/4 inch.



Place the buddy bra onto the buddy bearing hub cap.

Make sure the hub/rotor spins without too much resistance.

Make sure the Caliper Retained bolt is sufficiently tight.

Re-connect the Brake Lines and bleed the brakes using Pete's instructions.

Place the Tire back onto the hubs and tighten down the lug nuts.

Remove the jack stands and lower the trailer onto the ground.

