

**PreSet® Hub Installation Guidelines
For TRAILER Hubs Lubricated With SEMI-FLUID Grease**

CAUTION!
Failure to fill and maintain the hub with the correct amount of semi-fluid grease can cause premature failure of the Pre-Set wheel end system

IMPORTANT!
ConMet requires that hubs with a fill hole between the bearings be used if semi-fluid grease is the intended wheel end lubricant

IMPORTANT!
Use of a vented ConMet hubcap designed specifically for use with semi-fluid grease is required

These instructions are intended for original installation, as well as re-installation of hubs that have been removed in service.

- 1) Use only clean parts for service. All PreSet hubs are shipped ready for installation with a thin film of lubricant on the bearings (additional lubricant must be added after installation).
- 2) Hubs that have been removed during service require new gaskets and seals. Install the new seal using the procedure and equipment recommended by the seal manufacturer. Your warranty on ConMet PreSet hubs requires the use of the following seals and tools:

Eaton Outrunner™ Seals Used on PreSet Hubs & Installation Tools

(For your nearest Eaton Outrunner™ Dealer/Distributor, call the Eaton Help Line: 800-826-4357)

Part:	TN Trailer	TP Trailer
Seal:	859 Eaton Outrunner™	851 Eaton Outrunner™
Adapter Plate:	859T	851T
Handle:	800T	800T
Bearing Pilot:	BCT-13	BCT-12

CR ScotSeal Plus XL™ Seals Used on PreSet Hubs

(For your nearest CR ScotSeal™ Dealer/Distributor, call the CR Help Line: 734-354-5334)

Part:	TN Trailer	TP Trailer
Seal:	46300 CR ScotSeal Plus XL™	42627 CR ScotSeal Plus XL™

The CR ScotSeal Plus XL™ is a hand-installed seal

- 3) Light corrosion that forms on spindles during storage or use must be removed with a fine abrasive. When the residue is cleaned away, the bare spindle is again subject to corrosion and must be covered with a thin film of No. 2 grease, preferably an extreme pressure grease containing molybdenum disulphide, for corrosion protection. Make sure that both bearing journals are coated.

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- 4) The hub assembly should include the plastic shipping cap to properly align the hub as it is installed on the axle. Lubricate the inside diameter of the seal with a light film of semi-fluid grease and install the PreSet hub all the way onto the spindle. Allow the temporary plastic alignment sleeve, if present, to be pushed out of the PreSet hub as it is installed onto the spindle. If an alignment sleeve was pushed out, it can be discarded.

Bulletin

Once the hub is on the spindle, **do not remove the outer bearing**. Removing the outer bearing may cause the seal to become misaligned, resulting in premature seal failure. If the hub is removed from the spindle a new seal must be installed prior to reinstalling the hub assembly on to the spindle.

- 5) Remove the plastic shipping cap and install the spindle nut. Torque the spindle nut to 300 ft-lbs. **Do not back off the spindle nut**. Engage any locking device that is part of the spindle nut system. If the locking system cannot be engaged when the nut is at 300 ft-lbs., **advance** the nut until engagement takes place and the nut is locked. If a double nut or jam nut system is being used, install the second nut with 200 ft-lbs. torque. Activate or engage any locking device.
- 6) Before installing the hubcap, apply a ring of semi-fluid grease around the spindle nut(s). This is intended to reduce the migration of semi-fluid grease outward through the bearing into the hubcap. Also coat the inner wall of the hubcap for this reason, but care should be taken not to clog the vent in the hubcap.
- 7) Install the hubcap. A ConMet PreSet hubcap is required to aid in identification of the assembly in the field, and to ensure adequate venting. The hubcap bolt holes must be free of debris, such as silicon gasket sealer, to ensure that the bolts will tighten properly to avoid leaks. Always use new gaskets (see ConMet Technology Bulletin No. ENG-02-98 for more details on hubcap assembly). ConMet requires the use of minimum SAE Grade 5 bolts. Do not use split or star washers or split lock washers as they will allow contaminants to corrode the threads. Use only flat washers with no locking features.
- 8) Fill the hub with the proper amount of room temperature (68°F) semi-fluid grease through the fill hole in the hub. ConMet requires that hubs with a fill hole between the bearings be used if semi-fluid grease is the intended lubricant. The fill hole facilitates the addition of semi-fluid grease so both bearings are lubricated at start up. Hubs with a fill hole and SAE hydraulic "O" ring plugs are available in all popular trailer hubs from ConMet.

CONMET HUBS WITH PRESET BEARINGS*

HUB TYPE	HUB MATERIAL	CASTING NUMBERS**	VOLUME (FL OZ)
TN	Aluminum	102035 102610	18.8
TN	Aluminum	100164 101143	22.6
TN	Iron	10003636	27.0
TP	Aluminum	100510 101259 10001216	41.4
TP	Iron	10003654	55.0

* Fill volumes were established with ConMet Hub Caps and FNOK Seals

** Hub Casting Numbers can be found cast onto the Flange of the hub

THIS DOCUMENT CONTAINS RECOMMENDATIONS BASED ON CONMET TESTS FOR TYPICAL ENVIRONMENTS. CONSOLIDATED METCO DOES NOT ASSUME ANY LIABILITY FOR FAILURES RELATED TO INSUFFICIENT LUBRICANT. LUBRICANT TYPE, AMOUNT, APPLICATION, AND MAINTENANCE IS THE RESPONSIBILITY OF THE END USER. FOR ADDITIONAL INFORMATION, SEE *CONMET ALUMINUM HUB INSTALLATION AND SERVICE GUIDELINES*, VISIT OUR WEB SITE AT WWW.CONMET.COM, OR CALL (800) 425-4827.

-	10020634 WAS ENG-02-96. TN IRON FILL VOLUME CHANGED 27.0 WAS 33.0	12557		MRB
K	ENG-02-96	N/A	8/23/04	
REV.	DESCRIPTION	ECN	DATE	BY