

This month I want to share some information about the Dexter Nev-R-Lube™ axle. I have had some people comment that they want the Nev-R-Lube™ axle on their trailer so they don't have to worry about checking their wheel bearings or having to perform any maintenance. This axle has many positive features and is different from the conventional axle, but all axles should be inspected on a regular basis. Below I have tried to give you a brief overview of the axle and its features.

Dexter Nev-R-Lube™ Axle

Airstream started using Dexter Nev-R-Lube axles with disc brakes on Classic Airstream trailers starting in July of 2005.

What is Neve-R-Lube™?

It is a Sealed Cartridge Bearing System

Nev-R-Lube™ bearings consist of opposed tapered roller bearing cones sealed inside of a one piece double cup arrangement. These bearings are designed with a small amount of end play; this end play is essential to the longevity of the bearing's service life. *This cartridge only has to be removed if there is a problem with the cartridge, the hub can be removed without disturbing the cartridge.*

What are the advantages of the Dexter Nev-R-Lube™ Axle?

- No need to pull the hubs to repack the bearings or replace the seals when checking the brakes.
- No more inner and outer bearings(just one sealed ,pre-lubricated cartridge)
- Pre-set adjustment means installation is easy and human error is virtually eliminated in bearing adjustment.
- Pre-lubricated at the bearing factory providing resistance to contamination.
- Sealed for life which means increased durability and reliability and no more bearing maintenance.
- 5 year or 100,000 mile warranty against defects in material and workmanship.



Bearing Inspection

Units should be inspected every 12 months or 12,000 miles which ever comes first.

- Check for the following
 1. Excessive wheel end play
 2. Restriction to rotate wheel
 3. Noise
 4. Bumpy rotation
- Any of the above conditions should be remedied by changing the cartridge.

Note: a slight amount of grease weeping from the seal area is normal. Excessive leakage may indicate abnormal bearing wear.

Always consult owner's manual before working on axle.

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