

How to change wheel bearings on your Caravan/Camper Trailer

Some folks have asked me how to change the wheel bearings on their caravan, so I thought I'd explain in a simple way. And how do I know there is a problem.

Firstly, get in the habit when stopping for a break, to check your hubs by touch. Touch each wheel near the centre with the back of your hand carefully and quickly to feel for heat. A very hot hub can be caused by recent use of brakes; over tightened wheel bearings or failing wheel bearings.

Worn bearings can be noisy; can have scoring on the cage face or rollers and can have signs of overheating, indicated by discolouration - often referred to as blueing.

When you need to change the wheel bearings you need to know which bearings are fitted. There are different types - Ford or Holden, these are typically the same fitted by these manufacturers for the front hubs on these make vehicles. The Ford ones are stronger. If you're not sure, then follow the procedures and I'll explain how to determine which ones are fitted.

Ok, now that's established let's get down and dirty. Firstly, jack up your caravan and **place jack stands underneath for safety**. I suggest you do one side at a time. If you have a hubcap, then remove it and then remove the wheel. Now, you'll see a cap in the centre of the hub, this is your bearing cap and you need to remove this, and you can do this by gently tapping it off gently with a small hammer (NO don't belt it).

Under the bearing cap will be a nut with a split-pin through it, remove the split-pin with a pair of pliers, just bend it straight and pull up or down depending on which way they were fitted. Now undo the castle nut with a

shifter. The hub can now be removed by pulling it towards you.



Once removed you can wipe off the grease from the axle stub or spindle with a rag. Place your hub on your workbench and remove the bearings, you'll notice on the inner side there is a seal, just pull it out and the inner bearing should come out easily.

If the bearings are somewhat resistant to removal, then place the hub on a block of wood and tap out the bearings using a hammer and a drift. Once the bearings are out give them a clean and on the sides there are numbers, these are part numbers and you can use these to find out which bearings are fitted just by taking them to a bearing supplier or auto supplier. Give the inner hub a clean with petrol (**exercise caution if using petrol – no smoking or naked flames**); degreaser or even good old 'Kero'. Give the hub a good wipe and dry with a clean rag.

Inspect the condition.



If once clean the bearings or bearing cups look damaged, scored or discoloured then you must replace them as a set. Otherwise reassemble.

Now to reassemble.

Pack the new bearings with a quality high temperature bearing grease and place them into the hub, no mistakes here as the inner bearing is larger than the outer. The bearings are tapered so fit the outside case of the bearing first taking care to tap them in evenly. Then fit the newly packed bearings a new dust/oil seal. Smear a little grease on the axle stub and slide the hub back on.



Do up the nut by hand at first, then tighten but not too tight, just check the tightness by spinning the hub, if it feels tight back off one flat of the castle nut and try again. One of the notches on the nut should line up with the split-pin hole. You can then put in your new split-pin making sure you bend it like the way it was when you removed it.

Place the bearing cap back on by gently tapping it on evenly. Refit the wheels, lower your caravan then do the other side of the caravan. Then you are set to go.

It is recommended that you replacing ALL the wheel bearings and seals if you need to replace one set. You can bet that if one set are on the way out the others will not be far behind them.

If you live in the ACT and are not confident doing this yourself then contact Leigh Baddeley on 0411 088 629 and he will come to you attend to your wheel bearings or service you van. Other areas you may have to go to a mechanic who can do it for you.

To watch someone do this on your computer view

<https://www.youtube.com/watch?v=NonVF2ITYkl>

Hope that helps everyone.

Waine & Joe

This is the packing procedure recommended by Timken

[http://www.timken.com/en-us/solutions/automotive/aftermarket/lightduty/TechTips/Documents/Vol2Iss3_Packing_Tapered Roller Bearing with Grease English.pdf](http://www.timken.com/en-us/solutions/automotive/aftermarket/lightduty/TechTips/Documents/Vol2Iss3_Packing_Tapered_Roller_Bearing_with_Grease_English.pdf)



THIS WHAT CAN HAPPEN !!!