

# EZ Lube Hubs

## Preface

Greasing standard axle bearings necessitates completely disassembling the hub. This requires removing the wheel, prying the metal grease cap off, and removing the cotter pin, spindle nut and hub. This process is time consuming, increases fleet maintenance costs and introduces possible re-assembly variances.

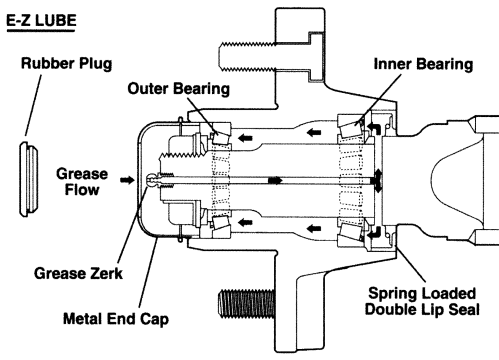
## E-Z Lube Now Standard On Sauber Trailers

We are now including E-Z Lube hubs from Dexter as standard equipment on all trailers we manufacture that utilize grease-type hubs. Axles with capacities of 8000 lbs and above will continue to be equipped with oil bath hubs. We are making this change to improve maintenance productivity and increase "up time" in field operations. Dexter's drawing (below) shows how this system works.

## Benefits

- Grease flows to both outer and inner bearings for a complete re-pack with no mess.
- Rubber Plug eliminates potential to deform metal grease cap while removing.
- No disassembly keeps in-service times up and maintenance costs down.
- Complete lubrication provides submersible bearing protection
- Will not require specification changes because your Sauber trailers will have it included automatically.

Note: Always inspect and grease hubs per recommendations outlined in Dexter's Service Manual



**E-Z LUBE**

The procedure is as follows:

1. Remove the rubber plug from the end of the grease cap.
2. Place a standard grease gun onto the grease zerk located in the end of the spindle. Make sure the grease gun nozzle is fully engaged on the fitting.
3. Pump grease into the zerk. The old, displaced grease will begin to flow back out the cap around the grease gun nozzle.
4. When the new, clean grease is observed, remove the grease gun, wipe off any excess, and replace the rubber plug in the cap.

**Note:** The E-Z Lube feature is designed to allow immersion. Axles not equipped with E-Z Lube are not designed for immersion and bearing should be repacked after each immersion.

*If hubs are removed from an axle with the E-Z Lube feature, it is imperative that the seals be replaced BEFORE bearing lubrication. Otherwise, the chance of grease getting on brake linings is greatly increased.*

**Hubs/Drums/Bearings**



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