

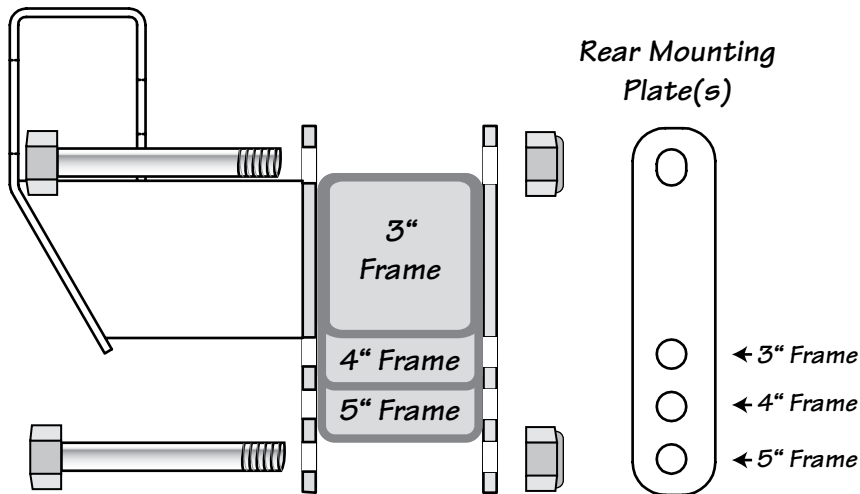


Hub & Tire Carrier

With Eliminator Quick Change Spindle

Assembly Instructions for Part #86068

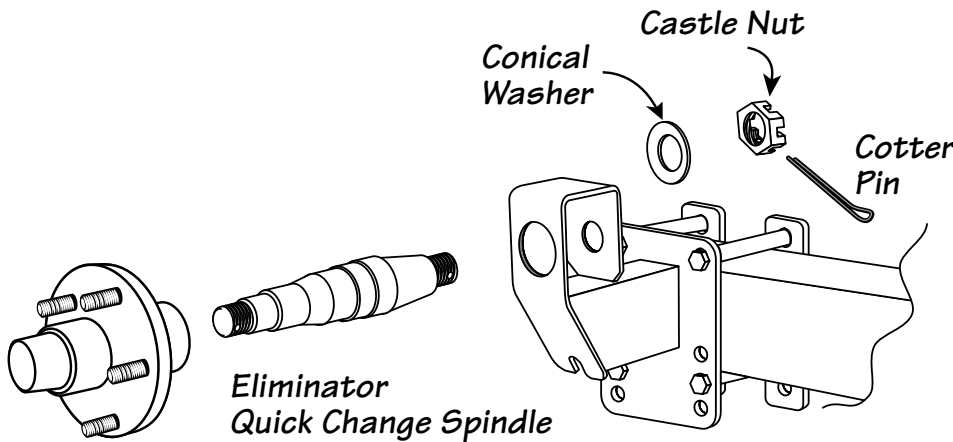
- Using the spare tire carrier and spare tire as a guide, determine a suitable mounting location on trailer frame.
- The mounting plate will accommodate several size frames by using the various hole patterns.
NOTE: see below diagram for 3x3, 3x4 & 3x5 frame tubes.
- Push two 1/2" bolts through the top of the carrier and position on top of the trailer frame.
- Place the mounting plate against the outside of the frame with the 1/2" bolt going through the top holes.
- Hand tighten nyloc nuts. Insert the two remaining bolts through the bottom holes and hand tighten the nyloc nuts.
- Mount spare spindle/hub and tire with washer, castle nut and cotter pin provided.
- Check position of the tire mount for proper clearance with the spare tire before tightening bolts.



This kit contains the following components:

Description	Qty.
Eliminator Spindle/Tire Carrier	1
Eliminator Spindle Assembly	1
1750# GalvX Hub Assembly	1
Back Mounting Plates	2
1/2" x 4-1/2" Hex Head Cap Bolts	4
1/2" Nyloc Nuts	4

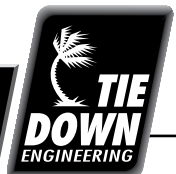
Tools required:
9/16" socket & 9/16" wrench



NOTE: Hub & Tire Carrier can be used with any trailer using a 5 lug 1750# UHI Hub, Quick change spindle can only be used with a 3500/3750# Eliminator Torsion Axle.

Instruction Sheet #08086

TIE DOWN ENGINEERING • 5901 Wheaton Drive • Atlanta GA, 30336
www.tiedown.com • (404) 344-0000 • FAX (404) 349-0401



Spare Tire/Hub Carrier

With Eliminator Quick Change Spindle

Instructions Part #86068

Road Side Repairs

When required, you have several options when confronted with a flat tire, bearing failure or spindle damage. Flat tires should be handled like any other trailer tire change. Make sure trailer is on level or near level ground. Loosen lug nuts on wheel. Use jack on trailer frame to elevate tire in order to place spare tire on the hub. Make sure all lug nuts are securely tightened before moving trailer. Re-check lug nuts after several miles to make sure they are tight. Bearing failure is usually discovered by a loud grinding noise or wheel wobble. If there is obvious bearing damage, jack up the trailer to remove the tire. Remove the dust cap with a hammer by striking at the edge, rotating the hub to strike different sides until the dust cap is removed. The castle nut that holds the hub on has a "tang" washer to keep it from coming off. Bend or straighten the tab so that the nut will come off. Remove the hub and inspect the spindle for damage. If none is detected, wipe the spindle clean and replace the damaged hub with a pre-greased spare. The washer and castle nut are replaced. Tighten the nut until it is tight with obvious friction on the bearings. Back off nut 1/4 turn to allow fluid bearing movement. Re-lock the castle nut with the unused tang on the washer. Replace tire and secure with lug nuts.

Spindle failure is usually defined as damage to the spindle causing excessive worn spots in the bearing surfaces or damage due to an accident. Follow the instructions for hub removal or replace the entire spindle and hub combination by removing the cotter key and castle nut on the backside of the spindle. Hit the backside of the spindle with a heavy hammer to dislodge the spindle. Place the replacement spindle in the torsion arm. Place washer and nut on spindle and tighten with 100 ft. lbs of torque. Replace hub and or wheel as discussed above.

Always re-check all work performed when you return to a safe area.

Wheel Hub/Spindle Instructions

Your Spare Tire Carrier is equipped with a Super Lube Spindle. The hubs are pre-greased and assembled at the factory and should not require any initial adjustments. The UHI hub uses tapered roller bearing cones and cups. This configuration requires a minimal amount of end play that is provided at the time of assembly.

SuperLube Lubrication

The bearings can be periodically lubricated without removing the hubs from the axle. The advantage to this system is that new grease saturates the inner bearing and outer bearing while pushing out the old grease, unlike systems that just push new grease on top of old grease.

1. Remove the rubber plug from the grease (hub) cap.
2. Use a standard grease gun onto the grease fitting located at the end of the spindle, or behind the hub, making sure the grease gun nozzle is engaged on the fitting tightly.
3. Pump grease into the fitting, while slowly turning the wheel. Grease will flow out of the hub around the spindle.
4. When the grease appears to be the new clean grease, remove the grease gun and wipe off any excess grease.
5. Replace the rubber plug in the cap.

Removal/Remounting for the SuperLube Hub

Removing the hub for inspection or maintenance should be done in a safe location away from moving vehicles.

1. Elevate the trailer using the manufacturers instructions. Always use jack stands or other solid supports. Do not depend on a jack to support the trailer. Block wheels to keep trailer from rolling.
2. Remove the tire/wheel assembly.
3. Remove the grease cap from the hub by prying around the edge of the cap.
4. Bend the locking tang washer to the "free" position.
5. Remove the spindle nut in a counterclockwise direction and remove the spindle washer.
6. Remove the hub from the spindle. Be careful not to allow bearings to fall out of the hub.
7. Clean bearing and cup surfaces, repack with lithium marine grade grease.
8. Place hub on spindle in reverse order as listed above. Rotate the hub while tightening the spindle nut to approximately 50 ft lbs. This translates into full hand pressure with a 12" long set of pliers or 12" long wrench.
9. Loosen the spindle nut to remove the torque, do not rotate hub.
10. Finger tighten the spindle nut until snug, backing out only to line up the locking tang washer.
11. Bend the locking tang tab in place.
12. Replace grease/hub cap.
13. Test hub with wheel mounted for excessive play or tightness, readjust if required.