

Service Information
for

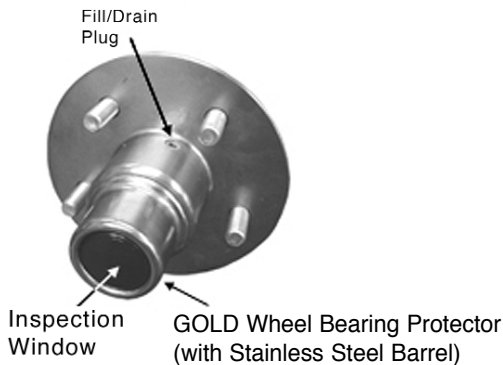
TRAILER
BUDDY[®]
AXLES BY 

GOLD Series
(Genuine Oil Lubrication Design)



TRAILER BUDDY GOLD (Genuine Oil Lubrication Design) AXLE

Your trailer is equipped with the Trailer Buddy GOLD Axle system. This system has a number of unique features not found on conventional trailer axles. We take care to seal every possible leak point on the front and rear of the hub system. UFP makes the finest quality axle assemblies available, which are designed for long-term, trouble-free performance. The following information is provided to answer questions you may have regarding maintenance of the product.



WHEN TO CHECK

Using the inspection window, check the oil level in the hub every time before you launch your boat. The hub level should be completely full of oil. Call the factory if your oil level drops noticeably.

PRESSURIZED SYSTEM WON'T DAMAGE SEALS

The slight (3-6 psi) pressure your GOLD system generates inside the hub **WILL NOT** damage the inner oil seals. It is important that the hub cavity is completely filled with oil. Air and oil thermally expand at different rates. Air in the hub cavity will expand at a higher rate than the oil causing the pressure in the hub to increase above 6 psi, possibly leading to seal damage or premature seal wear and water intrusion.

RECOMMENDED LUBRICANT

Use standard 50 weight motor oil. Do not use heavier or lighter weight oils; variations in oil additives and viscosity can affect oil containment in the GOLD system.

TRAILER BUDDY BRA

You can install the Trailer Buddy Bra to keep road contaminants away from moving o-ring surfaces. Protecting these o-rings from grit and road salt will increase the longevity of your GOLD system.

ADDING OIL

Lubricant is added through the threaded port on the nose of hub. Remove fill/drain plug and add 50 wt. motor oil until all the air is forced out of the hub and no air bubbles can be seen. Then reinstall the plug after applying Permatex High-Temp RTV Silicone Gasket Maker to the threads and torque to 7 ft pounds.

CHANGING OIL

It is recommended that you change the oil in your GOLD system after 20,000 miles or every 2 years unless oil becomes a milky color. For additional information contact the factory. To drain your oil, remove fill/drain plug on side of hub nose. **DO NOT** remove GOLD wheel bearing protector. Rotate hub so fill/drain plug is at the 6 o'clock position and keep there until all oil is drained from hub cavity. Rotate hub so fill/drain plug is at the 12 o'clock position and fill hub with oil following the "ADDING OIL" instructions listed above.

BEARING CHECK

If the bearings need to be adjusted or replaced, you must contact UFP first. We will help diagnose the problem and send instructions to assure that the work is done correctly. Failure to contact UFP before the work is begun may void the warranty.

Wheel bearings have been precisely torque-set at the factory. To maximize bearing life, we suggest you check bearing adjustment at least once a year by following this procedure. Jack up one side of the trailer. Grip the edge of the tire and see if you can rock or move it. If you can move the outer edge of the tire more than 1/8", your bearings need to be re-adjusted.

BEARING ADJUSTMENT

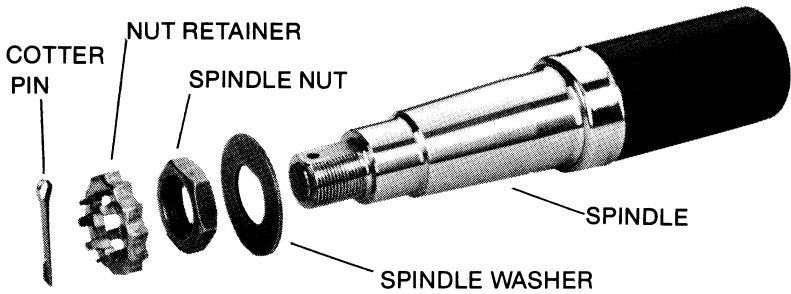
Drain oil from hub following "CHANGING OIL" instructions listed above. Remove the GOLD wheel bearing protector. The protector is held in the hub by an interference fit. To remove cap, lay a block of wood against the side of it and strike the wood with a hammer. Place the wood on the opposite side and hit it again. Continue this procedure until you slowly "walk" the cap out of the hub. Remove the cotter pin and spindle nut retainer.

While rotating hub, tighten the spindle nut to 18-20 inch-pounds, which is about “finger tight.” Do not over tighten. When the nut is positioned properly the wheel should turn easily and there should be no end-play (lateral movement) of the hub in respect to the spindle.

To replace the nut retainer, find a position where it will fit over the spindle nut so that the cotter pin can be inserted without having to loosen or tighten the nut. Insert a new cotter pin. Recheck end-play. Spread the ends of the cotter pin to keep it in place.

Make sure the rubber o-ring is installed in the nose of the hub (some earlier models do not have o-ring groove). Clean the bore of the hub cavity thoroughly. Apply a thin film of Permatex High-Temp RTV Silicone Gasket Maker to the bore surface. Install the protector with a soft mallet until the shoulder seats against the hub nose.

Add oil per instructions listed in “ADDING OIL” section above.



BEARINGS

We use tapered roller bearings identical to those currently being used on many automobiles. Replacements are readily available.

Axle Load Capacity	Inner		Outer	
	Cone	Cup	Cone	Cup
1500#-2500#	L44649	L44610	L44649	L44610
2900#-3750#	L68149	L68110	L44649	L44610
4200#	L68149	L68110	L68149	L68110
5200# (6 Bolt)	25580	25520	LM67048	LM67010
5200# (8 Bolt)	25580	25520	14125A	14276

OIL SEALS

Each hub has a rear (inner) seal which keeps oil from leaking out of the back of the hub. The spring-loaded seals used on your axle are the best available for the application. The axle spindles are equipped with permanent, polished stainless steel seal surfaces for the seals to rotate on. By maintaining the oil level, the system continuously lubricates the seal lips. This system should provide many years of use before seals need to be replaced.

OIL LEAKAGE AT REAR SEAL

A very slight amount of oil seepage at rear seal is normal and necessary to lubricate the wiper lip of the seal for long life and sealing contaminants out. Excessive oil leakage will require the hub to be removed and the oil seal to be replaced.

REPLACING SEALS

The hub or rotor must be removed from the axle and the seal forced out. It is impossible to remove the seal without damaging it. So, when you remove it, plan on replacing it. Because seals are a high quality design not widely available, you will have to obtain a replacement from the dealer, a bearing supply company, the trailer manufacturer or Unique Functional Products. Seals installed at the factory may have a hypalon coating on the outside diameter. If you replace seals without hypalon apply a thin film of Permatex High-Temp RTV Silicone Gasket Maker on the seal outside diameter and hub bore prior to installation.

Seals currently in use are:

Axle Load Capacity	Seal Outer & Inner Diameter	Inner Bearing Cone
1500#-2500#	1.98" x 1.38"	L44649
2900#-4200#	2.33" x 1.68" or 2.56" x 1.68"	L68149
5200# (6 Bolt)	3.38" x 2.13"	25580
5200# (8 Bolt)	3.26" x 2.13" 3.38" x 2.13"	25580

SEAL CONVERSION INFORMATION

Replacement Part Numbers

Seal Description	Trailer Buddy	NOK	CR	National
198-138-SP1-1	07026	AB1990EO	13557	482163N
233-168-SP2-1	07027	AD2527EO	16657	473317
256-168-SP2-1	07028	AD2528EO	_____	_____
326-213-SP2-1	07029	AD7131EO	_____	_____
338-213-SP2-1	07040	AD8717EO	21352	_____

WHEEL BOLTS (OR CONE NUTS)

If you remove a wheel from a hub it is very important to properly tighten the wheel bolts when you reinstall the wheel.

Mount the wheel on the hub and start the wheel bolts into the hub as far as possible by hand. Then, using a proper lug wrench, tighten each wheel bolt moderately tight. Work your way around the wheel, tightening every other bolt until all bolts have been tightened. Then work your way around the wheel again, using the every other bolt sequence, and tighten each bolt to 85-95 ft. pounds of torque.

It is important that the wheel be centered on the hub. The wheel may reseal itself slightly during the first miles of travel after installation. After 100-200 miles of travel, check wheel bolt tightness (85-95 ft. lbs.). Check periodically thereafter.

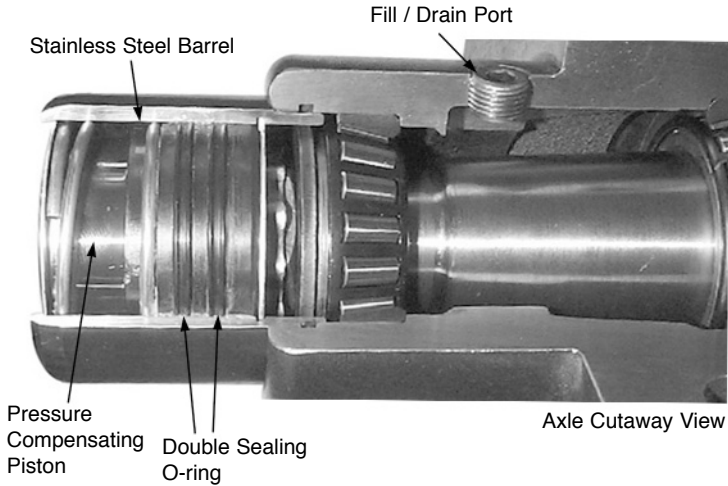
DISC BRAKE ADJUSTMENT

Disc brakes are self-adjusting and require no maintenance other than periodic inspection to check for pad lining wear.

REPLACEMENT PARTS

If you can't find replacement parts locally, we'll be glad to have them shipped from one of our distributors.

We are confident that our products will contribute to your boating pleasure by eliminating worry and trouble with trailer running gear. If we can be of service or answer any questions, please contact us.



MAINTENANCE LOG

Date	Estimated Mileage	Service Performed
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

TWO YEAR LIMITED WARRANTY

Trailer Buddy Gold Axle Systems are guaranteed against bearing failure and against defects in materials or workmanship under normal use and service for a period of two years after the date of trailer purchase by the first owner.

Limitations of Coverage

This warranty does not cover:

Normal wear and tear. Damage resulting from failure to keep bearings lubricated.

Damage caused by accidents, road hazards, overload, or modification of products

Failure attributable to improper assembly of, or damage to components if hub is removed from axle spindle.

Damage caused by use of wheels not supplied by trailer manufacturer.

Disc brakes are warranted for two years against defects in material and workmanship. They are not warranted against damage caused by overload or worn brake pads.

This warranty is limited to defective parts replacement only. Charges for installing replacement parts, damage incurred to other equipment as well as incidental or consequential damages connected therewith are excluded.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitations may not apply to you.

Repair or Replacement Procedure

If a failure or defect occurs during the warranty period, promptly contact warrantor's (UFP) customer service department. Until such notice is received, UFP will not be responsible for any repair or replacement costs. UFP, at its option, may require return of the axle assembly or the component in question to the factory, transportation charges prepaid.

UFP will replace; FREE OF CHARGE, either the entire axle assembly or the part that proves defective, at its option. Any part found not to be defective will be returned freight collect with an explanation.

Use of Vehicle Identification Number (VIN)

The VIN is a 17-digit number located on the trailer identification label on the left side of the trailer. Be sure to include the VIN number and the date of trailer manufacture in all communications with UFP.

Purchaser's Rights

This warranty gives you specific legal rights, and you may also have other rights, which vary, from state to state.

Product Improvement

UFP has a policy of continuous product improvement. We reserve the right to change or improve the design of our products without assuming any obligation to modify any product previously manufactured.

33134



135 Sunshine Lane • San Marcos, CA 92069
760-744-1610 • Fax 760-744-4709 • www.ufpnet.com