

furnace. The use of the range or oven to provide supplementary heat is VERY DANGEROUS and often fatal.

If you find frost or condensation in the closets or cupboards during long periods of cold weather operation it is a good idea to leave the doors to these areas standing open a little to provide air circulation to dispel the moisture.

CAMPGROUND COURTESY

The "golden rule" should never be forgotten in the campground. Being considerate of your neighbors will help make friends. A few of the "do's and don'ts" for consideration are:

1. Good housekeeping — put all litter in proper receptacles and leave your site neat and clean.
2. Don't let your water line or sewer line leak.
3. Respect your neighbor's desire to retire early. Avoid loud noise and bright lights after dark.
4. Drive slowly through camp areas at any hour for the safety of pedestrians and to prevent making a lot of dust.

RECOMMENDED PRACTICES FOR LUBRICATING AND ADJUSTING WHEEL BEARINGS

1. LUBRICATION — WHY?

Proper lubrication is essential to all types of bearing application. The kind of lubricant used is governed by the design and operating conditions. The function of lubricants acts mainly to:

- a. Reduce friction between moving parts
- b. Carry away heat
- c. Protect bearing surfaces from corrosion
- d. Aid the seal in keeping lubricant in its place and keeping foreign matter out of the bearings.

Bearings will run the coolest and with the least friction when a minimum amount of the lightest-bodied lubricant that will keep bearing surfaces apart is used. Heat in bearings is due to a number of causes such as (a) too much lubricant, (b) too heavy lubricant, (c) too tight adjustment.

We probably will always have with us the man who says, "if a little is good, a lot is better." This is as great a fallacy in bearing lubrication as it is in medicine or anything else. If too much or too heavy a lubricant is used there is bound to be an increase in temperature when the wheel starts to rotate, usually followed by leakage. An attempt to stop this by tightening the adjusting nut will increase the friction, thus still aggravating the condition until in extreme cases the bearing fails.

We know that our bearings have to function under high temperatures due to the electric brake heat, so we have chosen lubricants of such a character that they will return to their original consistency when the bearing cools, with practically no oil separation. We use and recommend the following grease or its equivalent:

SHELL DARINA EP2 or SUNOCO PRESTIGE 742 EP

2. LUBRICATION — WHEN?

The manufacturing company recommends that wheel bearings be inspected and repacked every 20,000 miles, or at the start of every vacation season. A trailer sitting idle for a few months will collect some moisture in the hubs due to the atmospheric conditions and this is the reason for inspecting and repacking bearings at this time.

3. LUBRICATION — HOW?

The relubrication of wheel bearings is possibly the most important service performed to the running gear. The two most important phases of this operation is cleanliness and proper adjustment.

Before dis-assembly of the hub, check wheel play and freedom of rotation. Extreme or excess wheel play indicates too loose adjustment or a defective bearing. Too much drag in rotation of the hub could indicate tightness in bearing adjustment or a brake being adjusted too light.

To begin dis-assembly, remove the dust cap. Next remove the cotter pin, spindle nut, and washer. Jiggle the hub slightly to loosen the outer bearing. Usually the outer bearing will loosen up enough to be removed by hand. Pull the entire hub which contains the inner bearing and grease seal. Remove the inner bearing and grease seal by placing a brass drift or piece of wood through the small end of the hub and tapping gently until the bearing and seal is loose. Wipe all dirt and grease from the inside of the hub and the spindle.

Used bearings must be cleaned prior to relubrication. Various solvents are effective for degreasing; successful processes employ kerosene, distillates, and chlorinated hydro-carbons. The solvent action of kerosene is limited but it has the advantage of leaving a rust-inhibitive film on the bearing. After cleaning, bearings should be allowed to drain free of solvent which might dilute lubricants. Do not immerse the grease seal in any solvents, but wipe clean with a cloth.