

Inspect carefully cups (races) and cones (bearings) for pitting, scratches, excessive wear, or other damage. If either cup or cone are worn, replace the entire assembly, in other words, do not replace a bearing unless you also replace its mating cup.

If at all possible use a bearing packer to repack the cones. If this is not available the bearings can be lubricated by hand if the grease is pressed into and around each and every roller. Additional grease within the hub is not required. Install the inner bearing in the hub and replace grease seal by tapping gently with a wooden block making sure the seal is installed as it was before dis-assembly. Replace hub on spindle taking care not to damage threads or grease seal. Replace outer bearing, washer, and spindle nut. Slowly rotate the hub in one direction or the other while tightening the spindle nut (max. 50 ft. lbs. torque) or until there is a slight bind to be sure that all bearing surfaces are in contact. At this point the adjusting nut is backed off 1/6 to 1/4 turn, or to the nearest locking hole or castellation. This will allow the wheel to rotate freely without excessive end play. The total amount of internal running clearance between the roller and the raceways of the bearings should be within 2 to 8 thousandths recommended limits. This can only be measured accurately with the use of special instruments, but by simply pushing inward and pulling outward on the hub several times a person should feel a very slight end play. If the bearings are too tight or too loose they will fail prematurely. Install cotter pin, bend to locked position and drive on grease cap.

We wish to stress the point, that the bearings used in the hubs of the TRAVEL TRAILERS of today, are subjected to higher speeds and heavier loads than a few years ago. And for that reason they must be **Lubricated And Adjusted** more accurately than before. We feel certain that maximum bearing life and performance will be consistently obtained. If the methods of lubrication and adjustment we have described are followed.

SCOTTYLAND, U.S.A.

Scottyland, U.S.A., is a 230 acre campsite located in the scenic maple sugar country of Southwestern Pennsylvania's Laurel Highlands. It's an area set aside by John Serro, president of Serro Travel Trailer Company for the exclusive enjoyment of Scotty Trailer owners.

Most every attraction for a pleasant visit can be found in Scottyland or near-by. Enjoy fishing in Scottyland's own lake or trout fishing in famed Laurel Creek; an equipped playground for hours of fun for the children; a huge recreation building with a fire-side lounge and rustic beamed ceiling; a church and meeting hall; an outdoor pavilion; an athletic field; tennis courts; and a primitive camping area. Laundry and sanitary facilities including flush toilets, showers, a dumping station, washer-dryer equipment and outdoor grills are just some of the conveniences at Scottyland.

Scottyland is easily reached via the Pennsylvania Turnpike from either the Donegal or Somerset interchange. It is located a few miles south of Somerset just off Route 281.

The area is noted for its abundance of varied sport and vacation attractions in addition to many historical and scenic points of interest. Pay Scottyland a visit at your earliest opportunity. You'll be glad you did.

