

nipples on the trailer mounting section of the Treg for the rotating shaft. This must remain lubricated. If you have a normal ball mount, make

R Clips on your Reece hitch can come out... There are better pins or use a padlock.



While youré there, check hydraulic fluid levels and oil lines for leaks.

sure that all moving parts are lubricated and move freely. At the same time you can adjust your mechanical over ride brakes if necessary. The adjuster is at the back of the mount.

Once you have finished this simple guide your unit should be ready to travel. However it never hurts to carry some spare parts for the longer more rugged trips. A spare hub or at the very least a set of bearings is a must.

If possible it is beneficial to match the tyres and rims to those on your vehicle giving you an extra spare if needed. One last thing to remember is to check that the unit is licensed, insured and you have the registration tag attached.
Happy Hawling

Cool runnings

Every once in a while a really sensible invention comes along — the latest is something called the Durahub. It's an easy-to-fit device that virtually eliminates the dangers of wheel bearing problems on trailers and greatly extends bearing life.

What's more, it is an Australian invention. The Durahub, made of stainless steel, is system that lets trailer bearings run in an oil bath.

There's a clear lens to show how much lubricant is left in the bath and topping up is as simple as adding oil to an engine.

Oil, the makers say, is a much better lubricant than grease.

Most trailer owners will know the bearings often need to be replaced after 5000km or

so. Fact is, they tend to overheat and wear out, especially if the trailer has been in water or mud.

Seized bearings are also a primary cause of trailer and/or vehicle rollovers.

With the sealed Durahub system, there's

no chance of corrosive damage.

The product comes with everything

needed for self installation.

There's another bonus: The oil bath system is said to give fuel savings of up to 10per cent because of less drag than grease-lubricated bearings.

Makes sense to us and we'll fit a set to the Western 4WDriver trailer soon and

report our findings in a future edition.

Have a look at durahub.com or contact local distributor Bunbury Muffler and Towbar Centre or SuperCheap.

