



Grease Cap Troubleshooting

Sealed Grease System

The intention of this guide is to determine the root cause of cap coming loose and preventing it from happening again.

NOTE: Caps are press-fit and not intended to be re-used. Repeatedly driving an old cap into the hub may result in driving the outside barrel of the cap into the press fit area, expanding the hub nose beyond useful service and is not covered under warranty.

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If the wheel is equipped with center cover or beauty ring

- Confirm wheel is torqued to mfg. spec

- Check for any movement of center cap while wheel is tight that could contact grease cap

Check for signs of heat build-up that could over-pressurize the hub

- Bluing of hub or rotor

- Inner seal leaking grease

- Glazed brake pads/record-grooved rotors

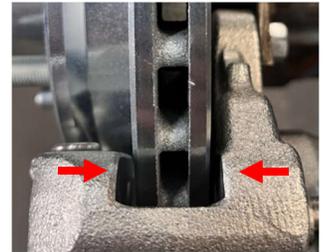
If any of these signs occur, check the following:

- Breakaway cable has not been pulled/partially on

- Fluid level in master cylinder

- Caliper bushings present / caliper slides freely

- Caliper bracket evenly spaced over rotor (top vs bottom) See image→



3000-3750lb End Units (Model Year 2025 and Older)

Inspect failed cap (if available) for the following:

- Wear marks on inside of plastic cup

- Cotter pin contacting cap, replace

- Wear marks inside lip of press-fit area

- D Washer contacting cap. (Remove cotter pin, retainer, spindle nut, and D-Washer. Contact marks will show as shiny spot on washer. Replace washer, retorque spindle nut and reassembly hub)



5500-6000lb End Units (With Adapter Ring)

If grease cap is dislodged from adapter ring, remove ring and replace both cap & ring at same time.

Apply red thread locker to cap and install cap into adapter ring, then drive cap & ring into hub.

