



2010 43QGP Allegro Bus

3/11/2014

106 - FYI – CHANGING THE TAG AXLE HUB OIL, is another Powerglide chassis maintenance chore requiring regular scheduled service to keep the chassis maintenance up to date, this service is scheduled at 50,000 miles **OR** 36 months whichever occurs first. A floor jack was used to lift the center of the tag axle enough to rotate the tag axle wheels. The plug on the Stemco hub was rotated up-right so the plug could be removed without oil leaking all over everything. A capped one gallon oil container was used to capture the old oil. A one inch hole was cut into the side of the container for the old oil to drain into through a funnel. The funnel was stuck into the container thru the hole then the hub was rotated around until the hub oil began draining through the funnel into the container. The 80W-90 lube oil is thick and slow to drain so after the oil began to drain I go off to perform other maintenance duties until the oil has finished draining from the hub.



After the oil has finished draining the wheel is rotated so the drain is up-right. The new oil is SLOWLY poured into the drain plug until you begin to see the oil in the site glass in the below photo. As noted the **RED** circle is the MINIMUM oil level, while the **GREEN** circle is the FULL oil level and the **YELLOW** line is where the actual oil level was filled to.



RED line is Minimum Oil Level
GREEN line is FULL Oil Level
YELLOW line is Actual Oil Level

After both tag axle hubs had been drained and re-filled with new 80W-90 gear oil both hub plugs were reinstalled after coating the pipe threads with pipe joint compound, the floor jack was lowered and the coach was ready to hit the road for another 36 months based on this service.