



Highland
RIDGE RV

STARCRAFT

Dexter D70 3500K Axle – Spindle Weld Discrepancy

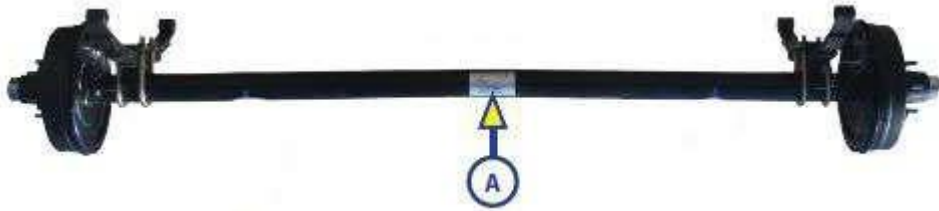
Bulletin Type:	Safety Recall	Publication Date:	December 30, 2020
Bulletin #(s):	20V-665 US Units 2020-649 CN Units	Make(s):	Jayco
Job Code:	9901526	Model(s):	Northpoint
Flat Rate:	Inspect Axle .3 Hr. per Axle Replace Axle 2 Hr. per Axle	Model Year:	2020 & 2021

Submit ONE claim per fifth wheel. Do not submit for inspection ONLY when axle/s must be replaced. Please note the defective axle serial #/s on claim. Thank you

Incident:	Weld between the Axles Spindle and Axle Beam may be off-center causing improper penetrations resulting in weld fatigue and failure.
Affected Units:	<p><u>2020 Northpoint</u> L1<u>LA</u>0069-0110 <u>LB</u>0052-0141 <u>LD</u>0064-0073 <u>LE</u>0107-01256 <u>LF</u>0069 <u>LL</u>0190,0278-0355 <u>LR</u>0099-0112 <u>LY</u>0117-0132 <u>LZ</u>0086-0097</p> <p><u>2021 Northpoint</u> M1<u>LA</u>0051-0098, 90003 <u>LB</u>0051-0140 <u>LF</u>0051-0146 <u>LG</u>0052-0099 <u>LL</u>0050-0260 <u>LZ</u>0051-0062</p>
Parts Kit:	Parts Kit # 20V-665
	Parts Kit Contents: Dexter Axle and hardware
Parts Return:	Do not return axles. Cut in half and discard. Sign and return acknowledgment form to Compline@jayco.com .

INSPECTION to confirm Serial Number of each axle

1. Check the axle label located on the rear side of the axle beam (Fig. A) in the center of the axle as shown below.



2. Axle Serial Numbers are located on the axle label as shown in the example below. See the area circled.



Replace all axles that have the following serial numbers:

-132180140
-132180775
-132219804
-132214556

Axle serial number location

INSTRUCTIONS

Setup



FIG 1



FIG 2

Fig 1:

- Use the impact driver with the 3/4 socket and break the lug nuts loose on all wheels.
- Do NOT remove any lug nuts at this time.

Fig 2:

- Position the unit on a flat level surface in a level condition.
- Support the unit at the pin box with a suitable pin box stand or a forklift.
- Make sure to set the wheel stops on the pin box stand so it does not roll.
- Retract ALL stabilizer jacks.



FIG 3



FIG 4

FIG 3:

- Support the trailer frame behind the rear wheels, and in front of the front wheels on both sides of the trailer using 6,000 lb. jack stands or wood cribbing (FIG. 4).
- Raise the trailer so all wheels are off the ground. Once the trailer is raised and secure, the lug nuts and wheels can be removed from the trailer.

Disconnect the Brakes

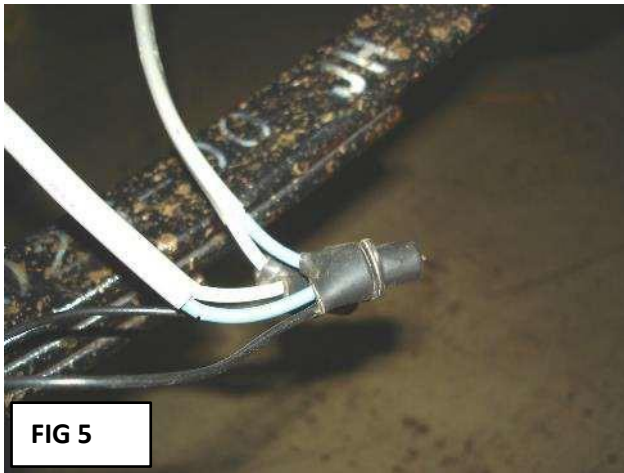


FIG 5:

- Cut the brake wire connections to both axles.
- Remove the rubber protective caps on the wire connections.

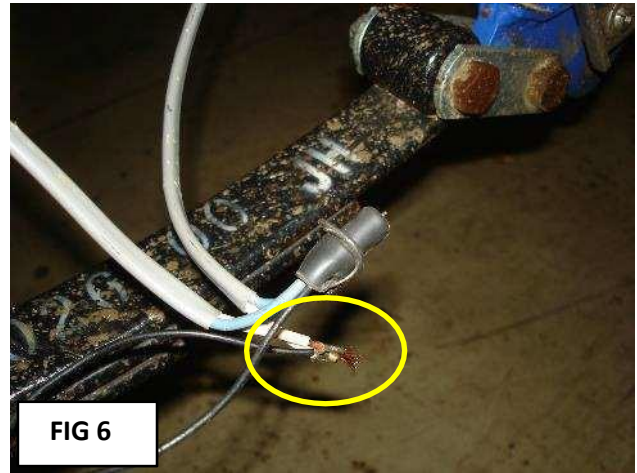


FIG 6:

- Use the wire cutters and cut off only the copper crimps on both sets of wires at each axle.

Wiring remains under the trailer to reuse on the new

Remove Old Axles



FIG 7:

- Starting with the front axle, place a floor jack under that axle to support it, so once it is free it will not fall to the ground.



FIG 8:

- Remove the nut from the spring hanger bracket. **DO NOT REMOVE THE BOLT YET.**
- Use the 13/16 wrench and the 11/16 impact socket and impact driver.
- **NOTE:** the bolt shown is a Standard Bolt (Seismic) if there is a grease zerk on the bolt head (not shown) it is a Wet Bolt (Pinnacle). Inspect Shackle links for wear. If they are worn, replace.



FIG 9:

- Remove the nut from the bolt holding the spring to the equalizer shackle link.
- Go around to the other side of the trailer and remove the spring hanger nut and equalizer link nut.

FIG 10:

- Make sure the floor jack is under the axle to support it, and drive the bolts out of the equalizer shackle links and the spring hanger brackets from the nut end.
- Drive the 4 bolts out of the shackles from the nut end with a small, sledge hammer.
- **NOTE:** if new shackle links are included in the kit, all shackle links should be replaced with new ones.
- **Old hardware will not be re-used, discard bolts.** Use new hardware from the kit. The axle should now be loose, roll it out from under the trailer on the floor jack.

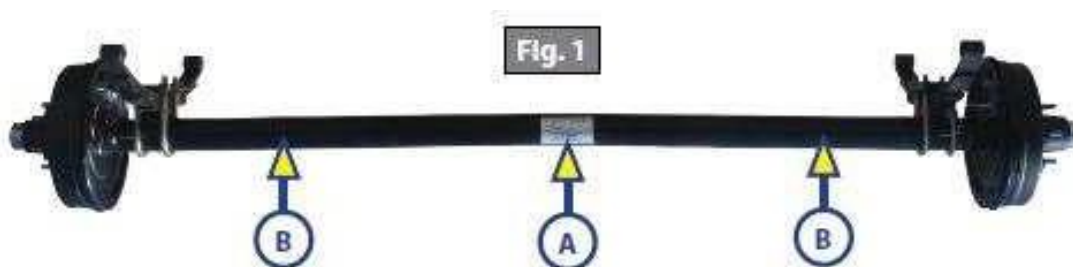
Install New Axles

Roll the new axle with springs attached, under the trailer on the floor jack and raise into position.

Position the axle so it bends upward under the trailer, the middle of the axle should be higher than the ends (See Fig 1 below).

Silver axle ID tag (A) should be located on the backside of the axle tube facing the rear of the trailer.

Black wires from the axle hub should end up on the same side of the trailer as the blue & white wires cut in **Figs 5 & 6**.



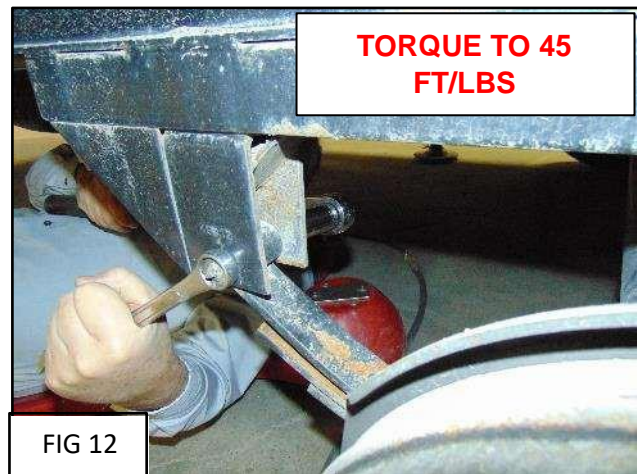
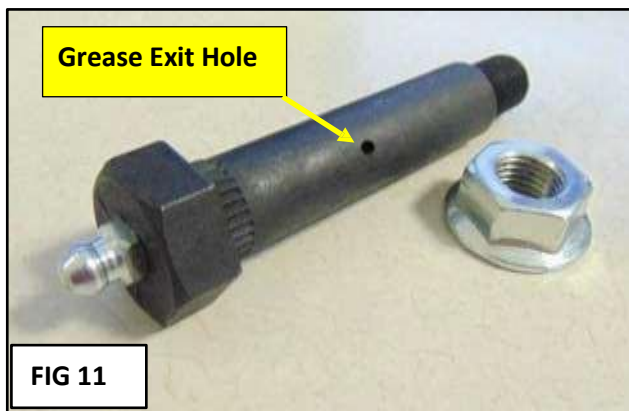


FIG 11:

- Springs on the new axle should be installed using the new hardware from the kit (shackle links, bolts & nuts) Seismic contains standard bolts, while Pinnacle Kit has a wet bolt (Fig 11)
- **NOTE:** in order to drive a wet bolt (grease zerks) into shackles and spring hanger bracket without damaging the grease fitting place something like a 9/16 socket over the bolt head so you can drive the bolt into the link or bracket with the hammer (instead of the bolt head).
- **NOTE:** The grease zerk should face outward (nearest the tires) and the grease exit hole should be oriented to either 3 o'clock or 9 o'clock position to allow optimum grease flow.

FIG 12:

- Drive the bolts into the spring bushings and hanger brackets on both sides of the trailer.
- (Reference the notes in Fig 11)
- Bolt head **MUST** be flush with the spring hanger bracket.
- **DO NOT TRY TO DRAW IT FLUSH USING THE IMPACT DRIVER FROM THE NUT SIDE.**
- **DO NOT TIGHTEN THE NUTS WITH THE IMPACT DRIVER. USE A RATCHET AND SOCKET. USE THE TORQUE WRENCH WITH 11/16 SOCKET AND TORQUE NUTS TO 45 FT/LBS.**

Use 13/16 wrench on the bolt heads.



FIG 13:

- Drive bolts through new shackle links and spring bushing at the equalizer on both sides of the trailer. (Reference notes in Fig 11)
- Bolt head **MUST** be flush with the shackle link.
- **DO NOT TRY TO DRAW IT FLUSH WITH THE IMPACT DRIVER FROM THE NUT SIDE. DO NOT TIGHTEN NUTS WITH THE IMPACT DRIVER. USE A RATCHET AND SOCKET. USE THE TORQUE WRENCH WITH 11/16 SOCKET AND TORQUE NUTS TO 45 FT/LBS.**

FIG 14:

- **When installing nuts on the wet bolts (Fig 12 & 13):**
Make sure at least 2 to 3 threads show beyond the face of the nut.

Repeat Steps 5 through 13 to remove and replace the rear axle. Use the floor jack under the axle to Support the axle during removal and installation.

After replacement of both axles, reconnect the brake wiring.

Brake wires should be on the same side of the trailer for both axles. Insure wire connectors are a weatherproof type as shown in Figure 5.

Apply electric to the unit and Check the brakes to insure they are working properly.

Brake Wiring Connection

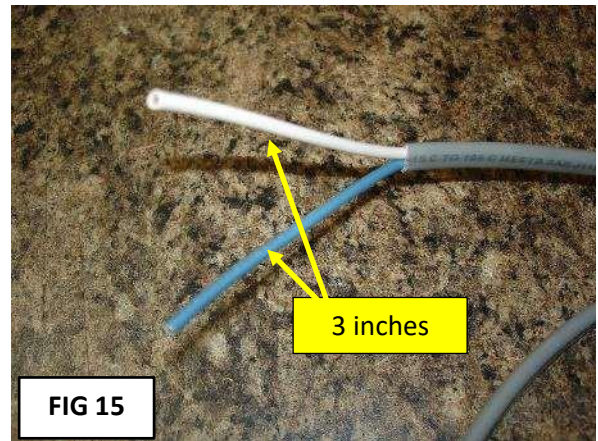
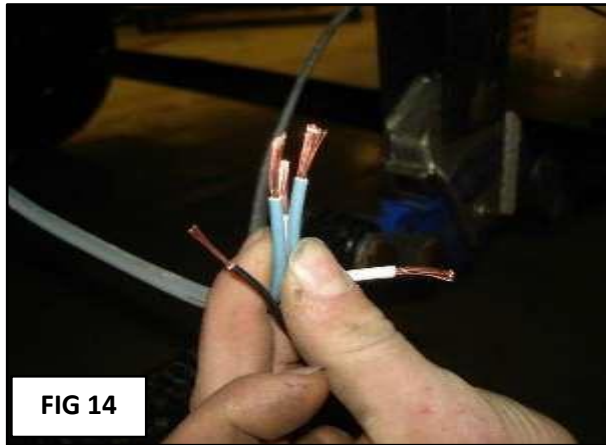


FIG 14:

- On the front axle:
- Strip the ends of all the brake wires approximately $\frac{1}{2}$ " as shown in the photo. 2 blue wires, 2 white wires, and 2 black wires.

FIG 15:

- Harness brake wires should be approximately 3 inches long

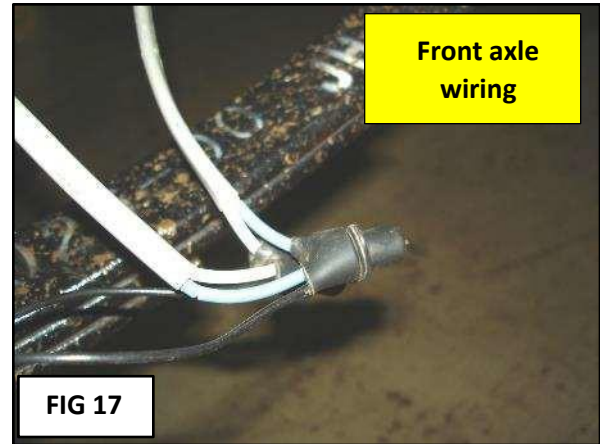
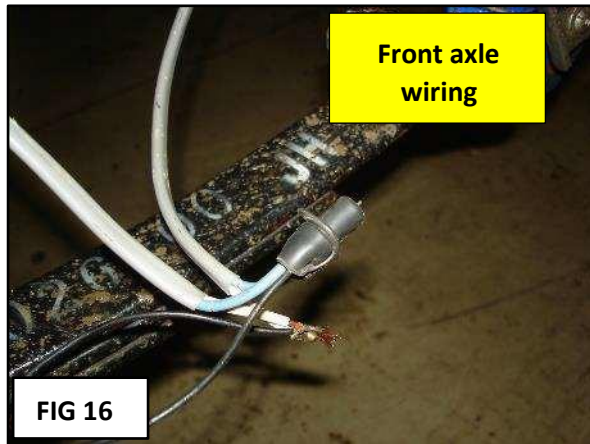


FIG 16:

- On the front axle:
- Twist the 2 blue wires and 1 black wire together and crimp with a copper sleeve. Then cover the connection with a rubber boot.
- Twist the 2 white wires and remaining black wire together and crimp with a copper sleeve. Then cover the connection with a rubber boot.

FIG 17:

- Completed connections for the brake wiring on the front axle.
- Dress wires along the backside of the axle and away from pinch hazards like the springs or the frame (See Fig 18).

NOTE: At the rear axle, there will only be 1 blue, 1 white and 2 black wires.

Strip the blue, white and 2 black wires approximately ½".

Twist the blue with one of the black wires (does not matter which one) and crimp with a copper sleeve. Twist the white with the remaining black wire and crimp with a copper sleeve.

Then cover each connection with a rubber boot.

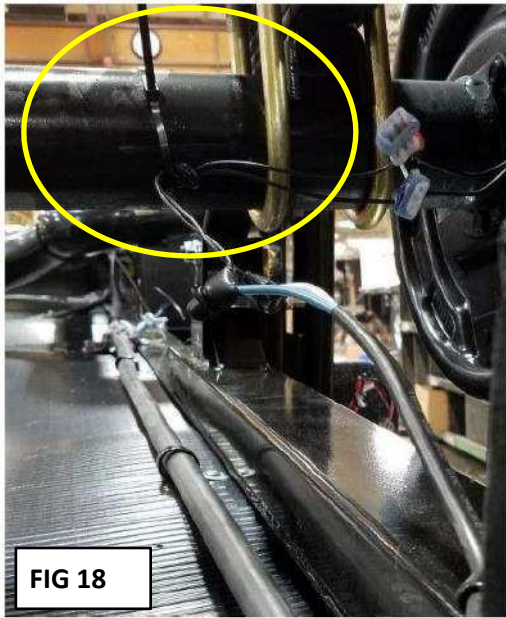


FIG 18:

- Secure wires to axle with weather resistant wire ties (circled in photo).
- Leave enough slack so the wires can move with the axle and will not get tangled in pinch points, like the frame or the springs.

FIG 19:

- Re-install the wheels and lug nuts.
- Lower the trailer back on to the ground.
- Torque all the lug nuts to 65 ft. lbs., then final torque them to 120 ft/lbs.

Jayco's sole obligation under our limited warranty is to repair or replace defective materials and/or workmanship deemed our responsibility as determined by Jayco in our sole discretion. Jayco reserves the right to use new and/or remanufactured parts or materials of similar quality to complete any work, and to make parts and/or design changes as appropriate without notice to anyone. Jayco designs and/or materials changes are done without obligation to incorporate such changes in previously manufactured product. Jayco makes every reasonable effort to ensure field remedies will not adversely affect performance and/or safety of the unit. This field remedy is not intended to extend to future performance of this RV, or any of its materials, components or parts beyond the standard warranty period. The RV owner's obligation to notify Jayco, or one of its independent, authorized dealers, of a claimed defect does not modify any obligation placed on the RV owner to contact Jayco directly when attempting to pursue remedies under state or federal law. Jan. 2019.

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