Discover® XR Wheel Seal
- High-temperature, long-life seal
- 4-zone labyrinth and slinger provide unmatched contamination prevention
- GlideLock patent-pending technology reduces installation force by 50%—no prelube required
- Addresses industry’s leading seal failure modes—cocked seals and excessive heat generation

Defender ESP™ Hub Cap (Truck)
- Made from high-strength composite material
- 100% corrosion-free
- ESP (Extended Service Plug) prevents contamination from entering, protects lubricant integrity
- Included in FF & FL aftermarket applications

Sentinel® Hub Cap (Trailer)
- Tamper-proof for maximum protection and maintenance-free performance
- Prevents dirt and water from contaminating hub oil, extending life of seal and bearing
- Reduces contaminant build-up on hub cap windows, allowing accurate determination of lube levels
- Required for full warranty coverage

Webb® Wheel Hub
- Industry-standard hubs
- Precision machined for Trifecta
- Ductile iron & aluminum options available
- Over 70 years of hub expertise

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Zip-Torq® Axle Fastener
- • Simplified, one-piece advanced axle fastener provides fast and simple installation
- • Self-ratcheting feature prevents back-off
- • No clips, keepers or set screws to install
- • Easy removal

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## HUB PART NUMBER CROSS REFERENCE FOR CONMET TO TRIFECTA

### ConMet PreSet Truck OE Applications Trifecta

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<th>Offset Material</th>
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**FF STEER AXLE APPLICATION GUIDE | SPINDLE CROSS SECTIONS**

### FF - FRONT AXLE - DRUM BRAKE

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### R - DRIVE AXLE - DRUM BRAKE

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### TRAILER PARALLEL SPINDLE (P) - DRUM BRAKE

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† FF & FL Aftermarket Assemblies Include Defender ESP Hubcap (weight not included in Trifecta Assembly figures)

‡ ConMet “Side Pull” Designs
FREQUENTLY ASKED QUESTIONS

What is Trifecta?
Trifecta is a pre-adjusted hub assembly—STEMCO’s latest commercial vehicle wheel end innovation launched in 2018. The assembly combines STEMCO’s high performance Discover XR seal, the revolutionary Zip-Torq axle fastener, precision bearings, and a spacer optimized for lubricant flow, all housed in a precision machined hub. Additionally, for truck steer axle applications (FF and FL), a Defender ESP hubcap is also included in aftermarket packaging. The combination of these premier components ensures mistake proof installation and less downtime; providing fleets the Trifecta of SAFETY, PERFORMANCE, and CONFIDENCE.

What does pre-adjusted mean?
Pre-adjusted hubs eliminate the need for bearing adjustment. The precision manufactured bearings, spacer, and hub provide a fixed dimensional distance between the inner and outer bearings eliminating the need to manually adjust the bearings.

A torque wrench must be used to set the axle fastener according to the pre-adjusted hub manufacturers recommended torque setting, with no backing off the nut.

What tools do I need to install the Trifecta hub?
The only tools needed are a torque wrench and socket. Please download the Zip-Torq installation instructions or see the back of the Zip-Torq box for socket sizes.

Where can I buy service hub assemblies or components?
Trifecta hub assemblies and components can be ordered through the independent STEMCO distributor, local STEMCO sales person, or call 1-800-527-8492.
In Canada, call 1-877-232-9111.

What are the service intervals?
The recommended service intervals are detailed in STEMCO’s Tech Tip #21 and TMC’s RP 631.

Which lubricants are approved with the Trifecta pre-adjusted hub?
The list of approved lubricants can be found in STEMCO’s Tech Tip #34.

Why does the spacer have holes?
The STEMCO patent pending spacer is designed with six center holes allowing lubricant to reach the mating surfaces between the interior diameter of the bearings and the spindle. The improved lubricant flow prevents fretting and associated corrosion from lubricant contamination, increasing bearing, seal and spindle life. Traditional spacers are solid, blocking lubricant flow to the mating surfaces, potentially leading to fretting corrosion and frozen hubs.

Can I remove the spacer?
Yes, the spacer can be removed. If the spacer is removed, the bearings must be adjusted manually following TMC RP 618 procedures. Please refer to STEMCO’s Tech Tip #50 for more information.

What are half stand bearings?
Half stand bearings are precision bearings manufactured to a tighter tolerance than standard bearings. They are used in pre-adjusted hub assemblies to eliminate the need for manual bearing adjustment. STEMCO’s half stand bearings can be identified with the prefix HS. Bearing cups and cones are a matched set and must be replaced as a set. Only STEMCO half stand bearings are approved for the Trifecta pre-adjusted hub assembly.

What is GlideLock?
GlideLock is a patent-pending feature on the ID (interior diameter) of the Discover XR seal. GlideLock significantly reduces seal installation load, helping to maintain the integrity of the sealing lips during hub mounting and reduces the potential for heat generation and cocked seals.

Does the Discover XR seal require pre-lubrication?
The Discover XR seal’s GlideLock technology is designed to perform with or without pre-lubrication, eliminating one of the industry’s leading causes of seal failure—heat.

Will the STEMCO components work in a non-Trifecta hub?
The Discover XR seal and the Zip-Torq axle fastener can be used in any commercially available wheel end. The STEMCO spacer is designed to work only in a Trifecta pre-adjusted hub assembly.

Can I use a Pro-Torq axle fastener with my Trifecta hub?
The Trifecta hub comes standard with the Zip-Torq axle fastener. However, Pro-Torq can be used with the system, replacing Zip-Torq during routine maintenance.

Can I use Pro-Torq or Zip-Torq axle fasteners with other pre-adjusted hubs?
Yes. Pro-Torq and Zip-Torq can be installed with other brands of pre-adjusted hubs. Please refer to the hub manufacturer’s torque recommendations for proper axle fastener torque specifications.

Are STEMCO hub caps required with the Trifecta systems?
To ensure lubricant integrity and proper venting in long life wheel end systems, and to maintain maximum STEMCO warranty coverage, the Trifecta hub requires STEMCO Defender or aluminum hub caps with STEMCO’s ESP or Sentinel technology on trucks and tractors, and Sentinel technology on trailers.

Can I convert the Trifecta hub to a manually adjusted hub?
Yes, the spacer can be removed and the bearings can be adjusted manually following TMC 616 procedures. Please refer to STEMCO’s Tech Tip #50 for more information.

What are the axle fastener torque specs for the Trifecta hub assembly?
The Zip-Torq axle fastener torque specification, when used with a Trifecta system, is 200 lb/ft. Simply torque the nut to 200 lb/ft and spin the hub one full rotation. Repeat two additional times. Do not back off the nut.

What are the currently available applications?
The part numbers currently-released applications include:

**TRUCK**
- 5.44" offset FF (steer axle) — common to Freightliner products
- 5.06" offset FF (steer axle) - common to PACCAR, Navistar, and Mack products
- FL (steer axle) — common across the majority of truck manufacturers
- Long-Barrel R (drive-axle) — common to Freightliner, PACCAR and Mack products

**TRAILER**
- Parallel Spindle (P)

Where can I get more information?
Please visit stemco.com/trifecta or call 1-800-527-8492 for more information.
In Canada, call 1-877-232-9111.

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