



## Installing Modern Rear Wheel Grease Seals

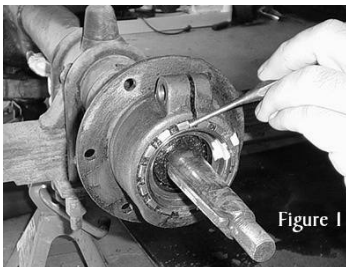
By Rick Botti

A while back I was faced with the task of rebuilding all four brakes on my 1929 roadster. After completely disassembling the rear brake hardware and backing plates I inspected the brake shoes. I must say they were a mess. While some were covered with rust and spider webs, all were soaked with grease that had escaped past the original felt seals.

I decided that if I could find a modern improvement over those old felt seals I'd do it in a heartbeat. I posted a request to the Internet Forum on our website and Dave Schulte - Sid Semple in Australia came to the rescue. He told me about a modern seal that was a perfect fit!

### Step 1

First remove what left of the old felt seal; since they're no retaining clips, it should easily come out with a screwdriver, if it doesn't fall out first.



Next remove the slotted ring that retains the seal cup by lightly tapping on one of the slots counterclockwise. It should not be held in very tight. Remember the number of turns it takes to remove the ring, see figure 1. You'll need a hole punch or thin chisel for this job.



### Step 2

The felt cup is really two parts, the inside cup must be removed in order to install the modern seal. See figure 2 and 3. When done you should have two pieces, one slotted retaining ring and one felt cup.

The axle seal I used is Chicago Rawhide # 17271, and the pinion seal is National # 4950. The axle seal required no modifications at all. And the pinion seal was just a few thousandths larger than the pinion housing bore which I fixed with a Dremel tool with a small sanding drum, and the u-joint end of the housing, needed to be squared up so the seal fit perpendicular to the shaft ( I had this machined at work). You may have to do this more than once to get the seal to ride properly on the sealing surface of the nut. I know this is probably confusing, if you want more info on this I'll copy the "rear end" page out of the owners manual and make notes on it and send it out.

After the axle seals have been installed, smear a healthy coat of grease on the part of the rear hub where the seal will run then installed the wheel and removed it to make sure the seal runs where it should. The seal will "wipe" the grease away to the point where the seal will run.

Modern seal in place (National #473237). This replaces the original grease seal that was made of Felt. Picture is from a 1929 Model 60. Information Supplied by Dave Schulte

