

Rear Wheel Seal Replacement Tip

By Jock (OR)

I have a couple of tips to add to John Smith's excellent How-To for replacing rear wheel seals on an 8N.

First, when reassembling the dust plate, retainer, and brake carrier on the axle, put two of the long mounting bolts in from the center of the tractor. They act as locating pins for sliding the pieces into place. You will have to leave them almost flush with the housing flange until you get the brake dust plate into position if you haven't removed the brake operating shaft in order to maneuver the dust plate into position. After that, push the bolts fully outward and slide the parts over them. After you get the other fasteners in place, you can reverse the two bolts to the proper direction for final assembly.

Second, if you have access to a dial indicator, look for .002 to .006 end play on final assembly. By adding a few shims before you start assembly, you can have enough end play to get a good reading on the dial indicator. Once you have the reading, say .026, you remove enough shim to get the desired end play. I found that the paper shims compress about .001 EACH, so I lost about .004 for the 5 paper gaskets/shims I used when I put the final torque on the bolts.

In the case of .026 initial end play, with 5 paper shims in the final assembly, you would remove between .016 to .020 of shim to get the desired final end play.

I ended up with no end play and an axle that rotates freely by hand. I am good with that, as I believe that the axles will move freely and not gall on the ends.

- [John Smith 8N Rear Seal How-To](#)