Rear Hub oil leaks by Eddie Loader

The culprit is probably the very inefficient inner differential felt seals, to change these necessitates a complete axle strip down , to avoid this major work , l find the following method is easy to carry out with excellent oil free results .
1: completely strip down rear wheel hubs, degrease all components
2: lightly lap on the hub to half shaft.
3: fit new felt seal to wheel carrier, lightly lubricate the working area of the seal with high melting point grease.
4: fit a sealed for life hub bearing to the wheel carrier using a smear of jointing compound on the bearing O/D surface.
Note: the replacement sealed for life bearings are manufactured with two types of built-in seals , namely rubber and steel, avoid the steel sealed bearings because this type is only sealed against dust, insist on the rubber sealed bearings.

Continuation to the rear hub oil leak.
Only use a sealed for life bearing fitted with rubber seals.
5: finally fit wheel carrier using a light smear of jointing compound to I/D of bearing , fit outer part of wheel carrier using a new paper gasket and gasket cement .
I have found this method very reliable having had only one failure after over 20000 miles and 25 years of use, don't worry about not being able to lubricate the wheel bearings, the rubber seals will keep the original manufacturers grease inside the bearing .
Finally use jointing compound behind the half shaft retaining nut .
With this method the rear axle oil level can safely be maintained to the fill point , this is much reliable than guessing the level using a piece of wire etc.
Finally all modern cars have used for many years sealed for life bearings without any problems, even after covering high mileage much more than normally experienced with our Austin Sevens

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