

STREAKS ON MY WHEELS or I HAVE A LEAKING CAP



This is a typical of a leaking hub cap seal, or hub cap if you prefer. The cap shown above is a Stemco Cast Aluminum cap which can be repaired, "O" Ring replaceable between the plastic cover and the cap, also the plastic sight glass can be easily replaced. **NO JACKING REQUIRED** Please note, the DECORATIVE hub cap mounts on the outside of this unit and YOUR specific mounting **May be Different** for the *YOUR DECOR HUB CAP*.



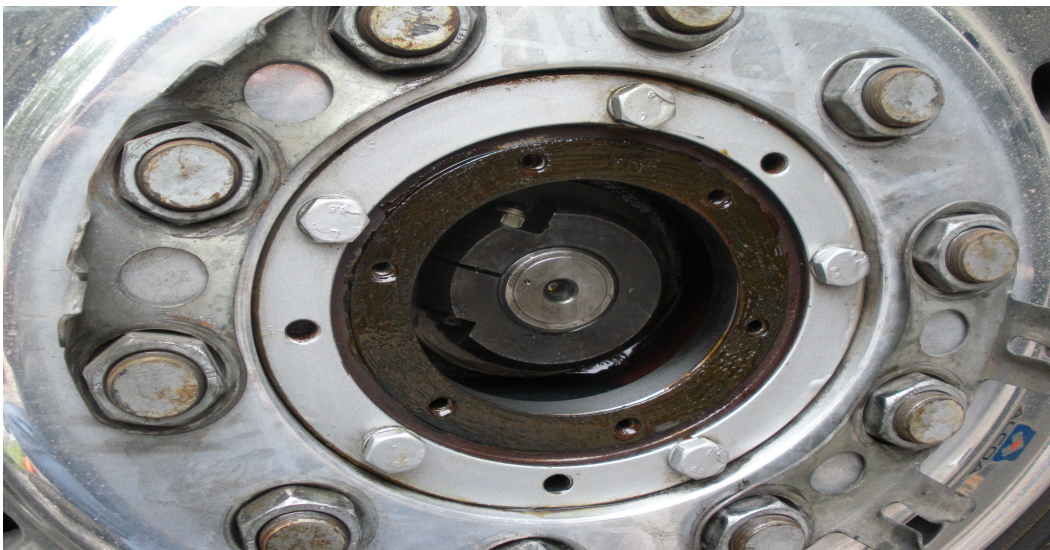
Above is the kind of cap that was found to be leaking, this was installed by Prevost at manufacture of the chassis. This one is a CR (now SKF) cap and it was determined that this type of cap must be replaced, as there are no serviceable parts. This cap is steel with glued or epoxied in plastic sight glass. Note, some hub caps MAY NOT have the drain plug, in which case this task may get a little messier. This cap had a leak between the plastic and the case near the drain plug.

Both the SKF and the Stemco caps were available locally, I selected the Stemco cast aluminum cap that was available for less than 40.00 complete, including gasket. The SKF (CR) type was available as well but then again it is a disposable hub cap.

First we removed the drain plug at the bottom of the hub cap and the rubber fill plug and allowed the hub to drain. I would estimate that approximately 1 pint of gear oil was drained. Next the 6 bolts were removed as shown below. A couple of taps with a mallet and the cap came free.

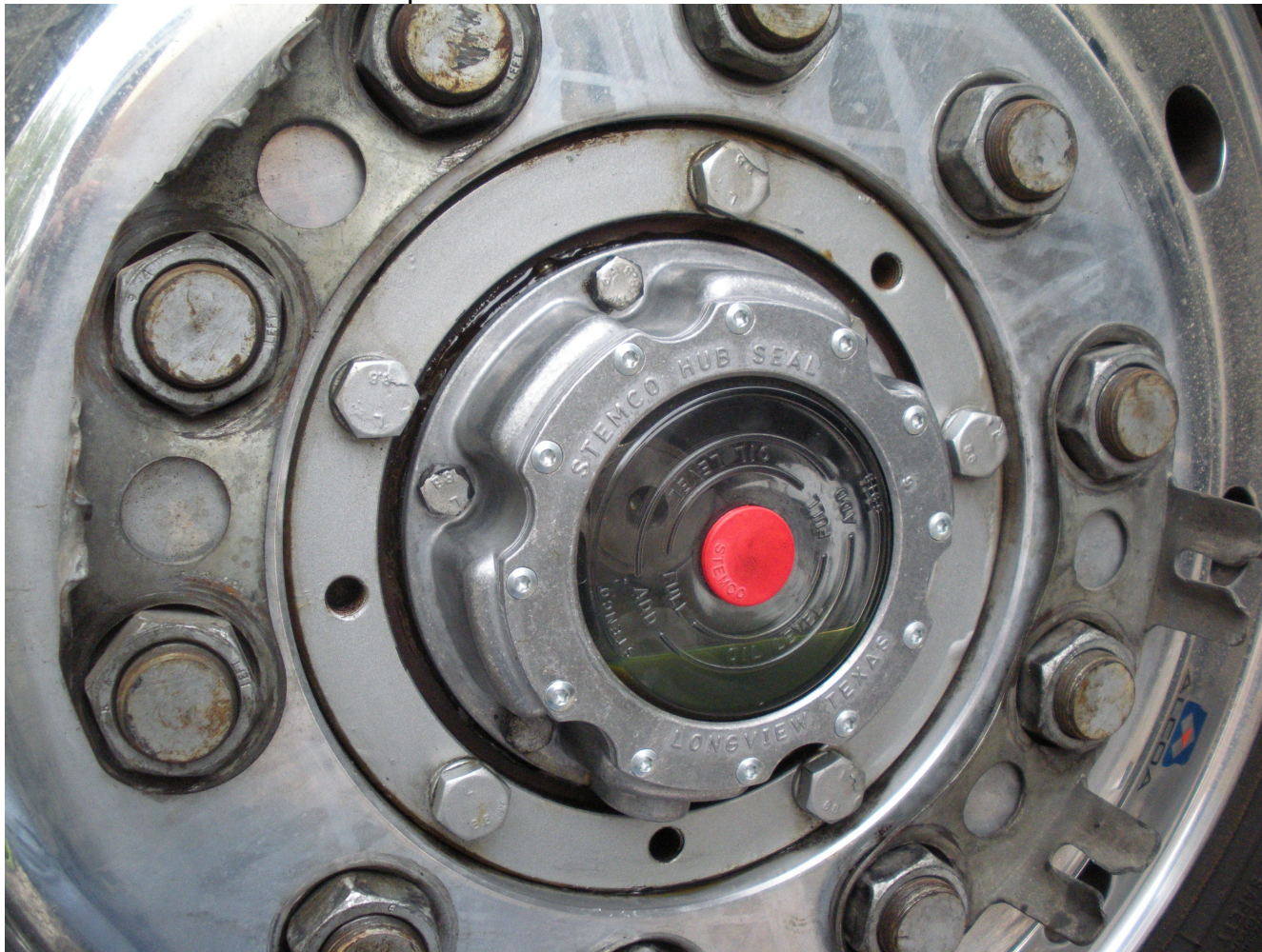


Note the old gasket is still installed in this picture, this should be changed. At this point some oil was still leaking from the hub so we used paper towels to "mop up" most of the trapped oil so the hub would not be leak during re-installation of the new cap.



We removed the old gasket with a gasket scraper and cleaned the area thoroughly with solvent.

Next we installed the new Stemco unit. We coated both sides of the gasket with Permatex Gasket Cement prior to installation.



Note the Torx screws installed on the face plate of this unit that will allow for future repair as necessary. Less than 30 minutes to complete job, re filled oil with 85W140 multi-vis gear oil to sight mark, waited 1 hour, topped off oil to line and checked for leaks.

Caution the Stemco unit is cast aluminum so exercise care with tightening the bolts to the hub, especially if an overtightened steel unit was removed. Torque evenly. Apparently Prevost may install either type of cap shown. I would definitely advise the Stemco as a replacement.

This procedure was carried out due to a leaking cap however an easier fix may be available. Check to see that the air vent (pin hole) in the rubber fill cap is open, if blocked fluid could leak by that rubber cap. Check to make certain the rubber cap has not worn, larger size replacements are available at any heavy truck parts store.