

M274 Mule Boot Replacement

By Chuck Watford

PART FOUR Putting it all back together.



Everything is clean and we're ready to go back together. I use a little black silicone sealant on the seal groove on the axle. You can also see that I've greased the kingpin bearing cups.



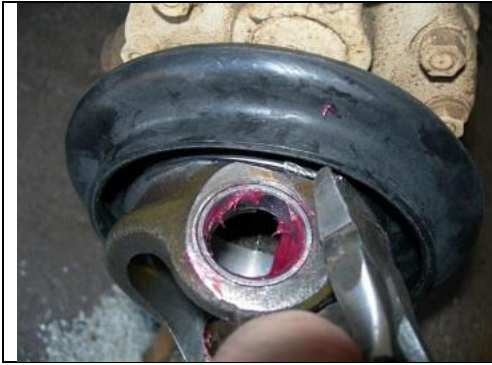
Next, work the new boot over the axle until it seats in the groove. If it's warm, you can lay the new boot in the sunshine for a while and it will be easier to install. It's 40 degrees here today, so I had to be careful and work slowly. Once it's in the groove, rotate the boot to spread the sealant and work it into the groove.



I've tried several types of tie wire, but I like this stuff that Rod gave me, it's some type of telephone lacing wire. It's flexible and does not break as easily as some I've used. It's also galvanized so it won't rust. I tried some stainless steel wire I found at Ace, and it was OK, but it broke real easy when I was twisting it tight.



Wrap the wire around the boot, making sure to keep it just behind the lip. When the wire is tightened, it will seat the boot into the groove in the axle housing. Don't twist it too tight or the wire will cut into the rubber boot. Just tight enough so the boot won't turn on the axle housing.



I put the twisted part at the top, where the boot does not flex as much.



And be careful to tuck the end down where it can't damage the boot.



Next, install the axle. Don't forget the spacer on the inner axle. I have packed the joint with grease.



To keep oil from leaking around the kingpin shims, I coat each one with a spray Copper Cote sealant compound.



Pack the kingpin bearings with grease just like a wheel bearing and then install the bearings, hub and kingpins in the reverse order that you removed them. You can see that I've already installed the new hub seal in the knuckle housing.



Again, a little black silicone sealer in the groove on the knuckle.



And use your hands to roll the boot into place in the groove on the knuckle. If you use a screwdriver, be careful not to poke a hole in the boot!





Install the band on the boot at the knuckle, make sure you have the band on the rubber and not on the edge of the knuckle housing, and tighten. Again, don't overtighten. Keep the screw and nut near the top of the knuckle where the boot does not flex as much.



Install the tie rod with the nut and cotter pin.



I like to put just a little sealant on the axle splines before I install the hub.



Install the hub onto the axle. You will have to work it gently until it slides all the way into the hub bearing. You can see that I've installed a new seal on the hub and greased it.



Install the lifting ring onto the hub, use plenty of grease or anti-seize compound.



And install the axle nut.



I snug the nut down, then use my small punch to align the holes in the nut and the axle.



The lock pin is a 9/64" x 1 1/4" spring pin.



I use my large pinch to drive the pin flush with the nut.



Then switch back to the smaller punch to drive the pin slightly below the nut until the lifting shackle will turn freely.



Install the two brass plugs into the lifting shackle.



Service the knuckle with SAE 90 wt as per LO 9-2320-246-12, install the wheel and tire and you're ready to roll.