

M274 Mule Boot Replacement

By Chuck Watford

PART ONE Removing the hubs.



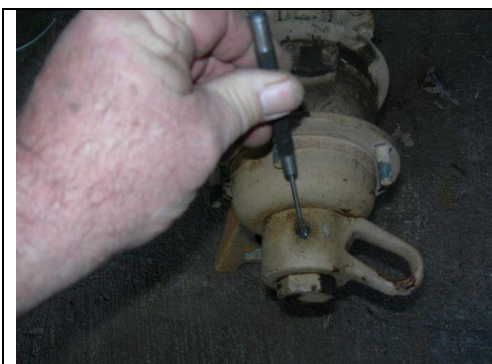
First thing is to get the mule up on stands and remove the wheel.



Sounds simple, remove the 5 lug nuts.....but sometimes the wheel is stuck to the hub and it may take lots of force with a dead-blow hammer on the back of the tire.



Next, remove the two 1/8" plugs. They should be brass with a straight screwdriver slot or an allen socket, but no telling what you might find. Whatever you have, they both must be removed.



Now the fun part, use a long punch to remove the lock pin. It is supposed to be a 9/64" x 1 1/4" spring pin. No telling what you will find, and you may have to rotate the lifting ring to find the hole with the locking pin in it.



In this case it was a cut-off nail. That's about normal, that's what I find in about 9 out of 10 hubs! This does not work, because the nail will slide down into the hole in the lifting ring and then the ring won't turn....then somebody gets a long pry bar.....and you know the rest!



Once you have removed the spring pin, nail, wire, stick, whatever you find, you are ready to remove the retaining nut from the axle. **DON'T** try to remove the nut until you have removed the locking pin or know for certain that there is nothing locking the axle nut to the axle. A broken piece of spring pin can really screw-up the threads inside the nut (experience talking!)



Once the nut is off, you can slip the hub off the axle.



This is a good time to pry the lifting ring off the hub and clean everything up and install new O-ring seals. Use grease on the O-rings when you go back together to keep everything free. Don't leave the seals out, or dirt and water will enter your hubs



If you are only changing the hub seals, use a seal puller to remove the old seals and install new ones.

You would follow these same basic steps to replace the hub seals on the non-steer axle of a 2WS mule.

If you are changing the dust boot, continue to PART TWO.