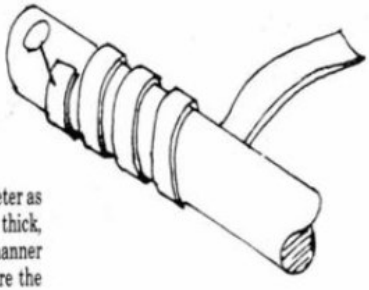
Making your own Cork Seals

by Harry Edwards



FINISHED OFFSIDE BUSH

USING wood dowel, the same diameter as the half shaft, wind on strip of 1/16" thick, 1/16" wide, cork material, in the manner shown. It will be necessary to secure the starting end with a pin or similar means. The gap between each turn should be 1/16".

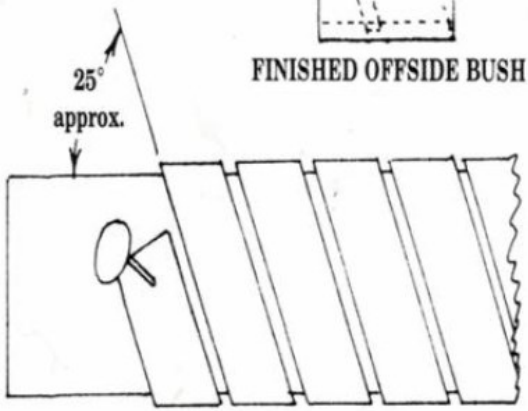
After completing about 3" of winding, secure the loose end with a pin or other means.

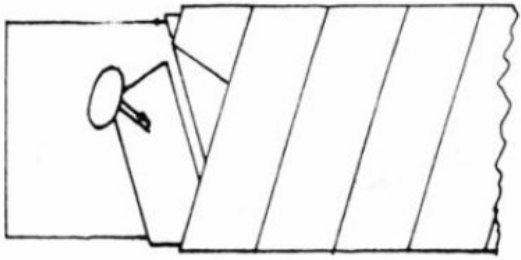
The second layer of 1/16" thick, 1/2" wide, cork strip should now be wound over the first layer in the opposite "thread" direction, using an adhesive such as Araldite. No gap is made on this second layer, each turn has to butt up to the adjacent turn.

After the adhesive has been allowed to set, the completed tube may be slid off the dowel and cut into 1" long lengths.

It is important to know that the cork seals used on the Morris Minor and Morris Eight are "handed". That is to say that the off-side half-shaft uses a seal with an internal spiral wound one way, while the near-side half-shaft requires a seal with the spiral wound in the opposite direction. The object of the internal spiral is to persuade any surplus oil to wind back towards the centre of the rear axle.

The above method of manufacture will have to be repeated, with the cork strip wound in the opposite direction, in order to produce a set of oil seals.

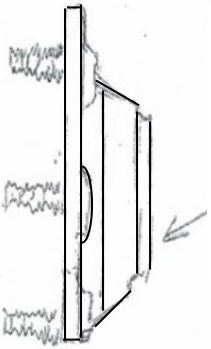




Set up rear hub on lathe and turn rear of hub out to an interference fit size to take seal.
Press seal in from rear till flush.

When finally fitting axle shaft tighten brake drum screws without drum and check gasket crush. If the axle and hub flange gap is too great the gasket will not seal. You will need to cut a thicker gasket or lathe trim some of the bearing retaining ridge on the inside edge of the axle flange.

Finally assemble with a good sealant. A good application of RTV sealant



Turn out rear of hub to an interference size to take seal.

Press seal in from rear.

Part No. 2234 on our parts list