

Tech tip

This document provides helpful information regarding circumstances where the SKF Scotseal PlusXL would provide the best performance and value to the fleet customer or installer. History shows that 90% of seal failures can be avoided.

Use Scotseal PlusXL when:

- Wheel end is a PreSet pre-assembled hub assembly; Scotseal PlusXL is the approved and standard wheel seal.
- Vehicle is subject to frequent braking.
- Wheel end is exposed to road contaminants; 4 sealing lips effectively keep out contaminants.
- Installation tools are not easily obtained; no special tools needed for Scotseal PlusXL.
- Long service life is a priority; sealing geometry and special rubber compound provide long life even in extreme environments.
- Wheel end is exposed to high temperatures often a result of frequent braking; rubber compound is high temperature capable.
- Carefully tracking maintenance costs; Scotseal PlusXL is easy to install reducing costly “do-overs”. SKF also offers training clinics that will help get the best cost per mile from your wheel end.
- Even when vehicle is older and there is some wear on the spindle; the wide footprint and special rubber material seals tightly on spindle.
- When hard grease is the wheel end lubricant; sealing lips won't have contact with grease as in oilbath applications so the temperature is elevated; rubber compound is high temperature capable.
- When synthetic lubricant is used; Scotseal PlusXL rubber is engineered for synthetic grease exposure.

Helpful installation tips:

- Lightly lubricant outside and inside diameter of seal with the wheel end lubricant.
- Rotate seal around hub to find best fit.
- No installation tools are needed to install Scotseal PlusXL. Press seal with your two palms. However, a soft faced hammer can be used.
- Verify seal is in hub straight and not cocked.
- Allow seal to set in hub for around 5 minutes prior to assembling hub onto spindle. Take this time to inspect and clean the spindle. Remove any rust or build-up with an emory cloth.



Lightly lubricate the OD and ID with the fluid being retained. Never install dry.



Press the seal into the bore with the palms of your hands. Use even force to avoid cocking the seal and be sure that the seal is evenly seated and bottomed in the bore.



A rubber mallet may be used to tap into place.