



I have worked on both front gear cases of my 1996 L3600 (same as L3710). There are four seals at each wheel where leaks can develop - two are moving lip seals (**A**, **B**) and two are static seals (**C**, **D**)

A good way to be sure where your leak is coming from is to clean everything up with the wheels off and see where the drips re-appear. With luck it's just the bottom cap **C** or the o-ring **D** weeping a bit.

But the **A** seal is known to be a weak point on these axles. It can let oil out - or worse it can let water in - leading to failure of the bearings. [kubota](http://www.kubota.com) has redesigned the seal - so hopefully the new one is better. On my rig I replaced the **A** seals and the **C** caps on both sides. One side also needed bearings.