

Knoedler Seat Rebuild

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Since there wasn't a rebuild/instruction manual on how to rebuild my "new" Knoedler Seat, I decided to create one in the effort that other's would find it easier to source parts and ultimately achieve less pain in their backside. I will share pictures of what it looked like before sandblasting, the tools I needed and created to press old, rusty hardware out of the main sub-assemblies and finally what it looked like when all put together.

Before purchasing this seat, I wanted to make sure I could even buy parts for it. I put together a spreadsheet of all the part numbers and where to get them. The spreadsheet is shown in Table 1 below.

Table 1. Parts to Recondition a Knoedler Seat

<u>P/n</u>	<u>Description</u>	<u>Vendor</u>	<u>Qty. Needed</u>	<u>Unit</u>	<u>Order Qty.</u>	<u>Unit</u>	<u>Price</u>	<u>Subtotal</u>
ABC537	Seat Bearing	Steiner	4	ea	4	ea	14.3	57.2
89895K147	Tubing, .402 ID, 1/2" OD, 3ft long, 304 CRES	McMaster Carr	14	in	1	ea	22.21	22.21
9517K212	Steel Sheet, .25 thk, 3/4 wide, 24" long	McMaster Carr	1	ea	1	ea	20.64	20.64
98017A199	Washer, ID .039, OD .63, .02-.04 thk, 300 Series CRES	McMaster Carr	12	ea	1	pkg	5.66	5.66
90313A114	Washer, ID 13/32, OD 1.25, .04-.06 thk, 18-8 CRES	McMaster Carr	12	ea	1	pkg	6.91	6.91
93190A365	Screw, Hex Head Cap, 3/8-24 x 1.25, 316 CRES	McMaster Carr	4	ea	1	pkg	6.49	6.49
94140A151	Locknut, Expanding, 3/8-24, 9/16 W, 9/32 H, 18-8 CRES	McMaster Carr	6	ea	2	pkg	14.65	29.3
451081	Hex Head Cap Screw, 3/8-24 X 7 1/2 Long, Grade 8	Bolt Max	2	ea	2	ea	5.11	10.22
5829 ST	Monroe Sensa-trac Shock	NAPA Auto	1	ea	1	ea	30.43	30.43
							TOTAL	189.06

The first priority was sourcing the shock. After an exhaustive search on www.ntractorclub.com a shock was purchased from NAPA Autoparts, Monroe 5829 ST. Next were the bearings. There were three sources for the ABC547 bearings. I settled on www.steinertractor.com. They were expensive, but without the shock and bearings, this seat becomes worthless. The rest was “regular” hardware, most purchased from www.mcmaster.com (McMaster Carr). Other piece parts and consumables for this project include grease zerk fittings, grease, PB Blaster, suitable degreaser (I chose gasoline). Lastly, the final ingredients are sweat, blood and beer.

I took a lot of pictures and I will try to illustrate the steps I took to recondition the seat.



Typical block of wood. I do replace it later with something a little different.





Notice how the original holes have been enlarged...









After a good soaking in PB, I was able to extract the old shock from the spring assy.

Nasty!

















I had to cut one end off and use a larger press to remove this sleeve/bolt combo.



My method for pressing out the old bearings



Tool I created to press out a shaft in the seat.
Pics to follow.









Now for the “fun” part. I had to recreate some parts because they were too worn. Remember this bracket?



I had to reshape it from metal stock. It was p/n 9517K212.




...and drill new holes.



I also had to recreate a sleeve of some sort. This goes inside where the grease fittings reside. Remember I had to use a larger press to get the old bolt/sleeve assy out? This tube ID and OD fit perfect. The holes were drilled in the side to accommodate the grease fittings. This tube was p/n 89895K147.

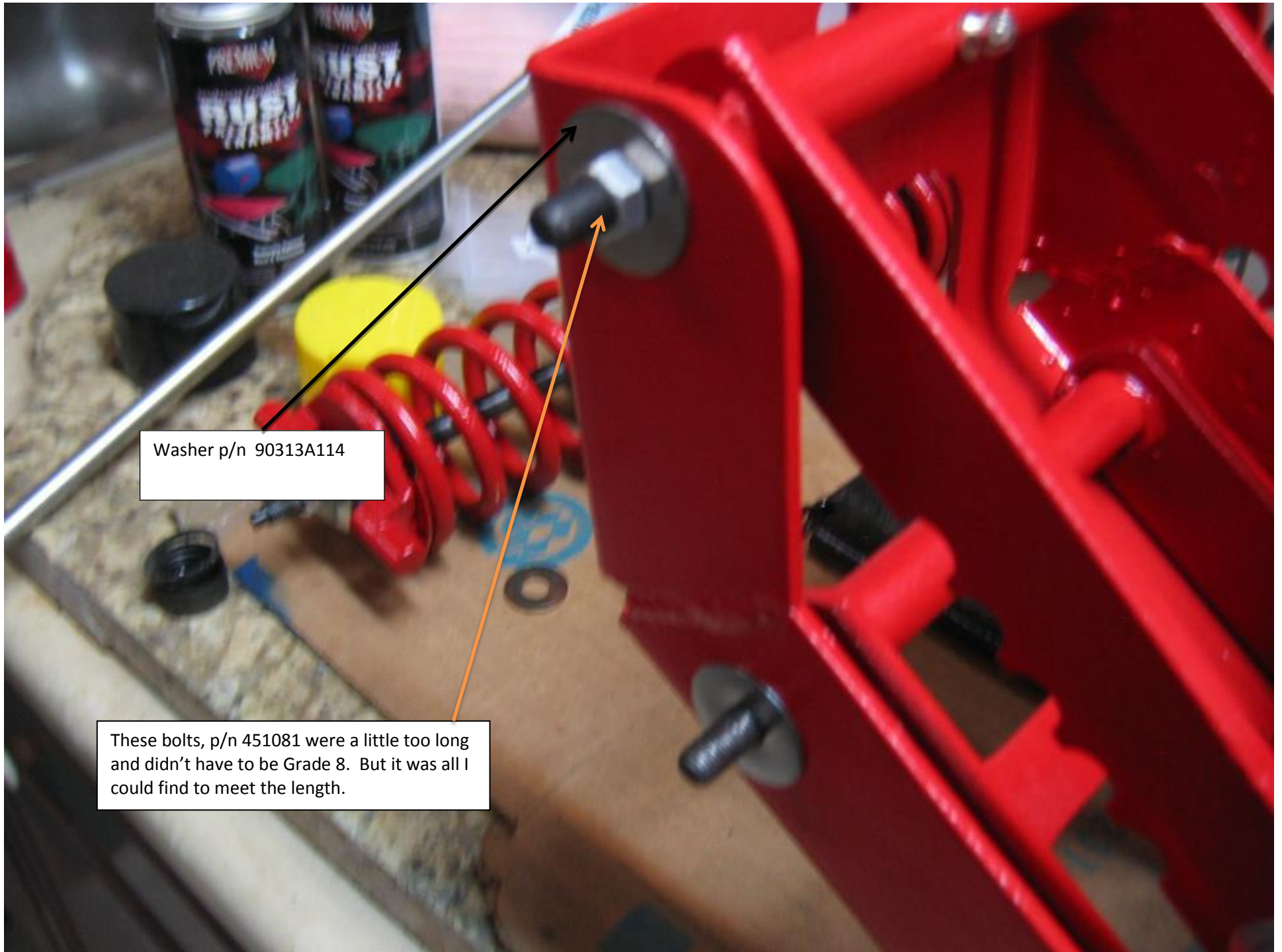


A close-up photograph of a red metal component, likely a grease fitting, mounted on a red cylindrical tube. The component has a central opening with a dark, circular interior. The background is a white perforated metal surface. A white text box with a black border is overlaid on the upper left portion of the image.

Barrel shot of tube installed and grease fitting





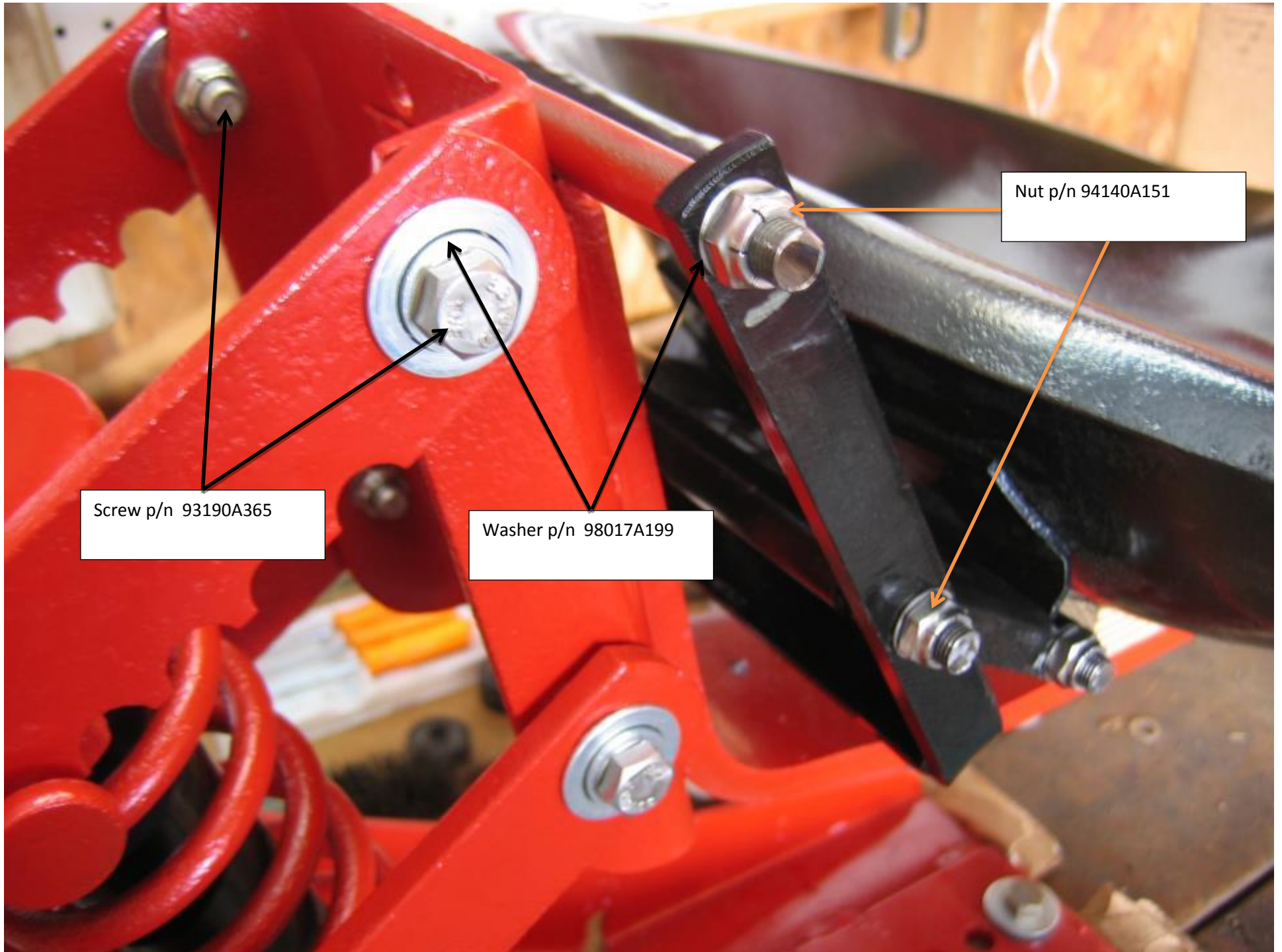


Washer p/n 90313A114

These bolts, p/n 451081 were a little too long and didn't have to be Grade 8. But it was all I could find to meet the length.



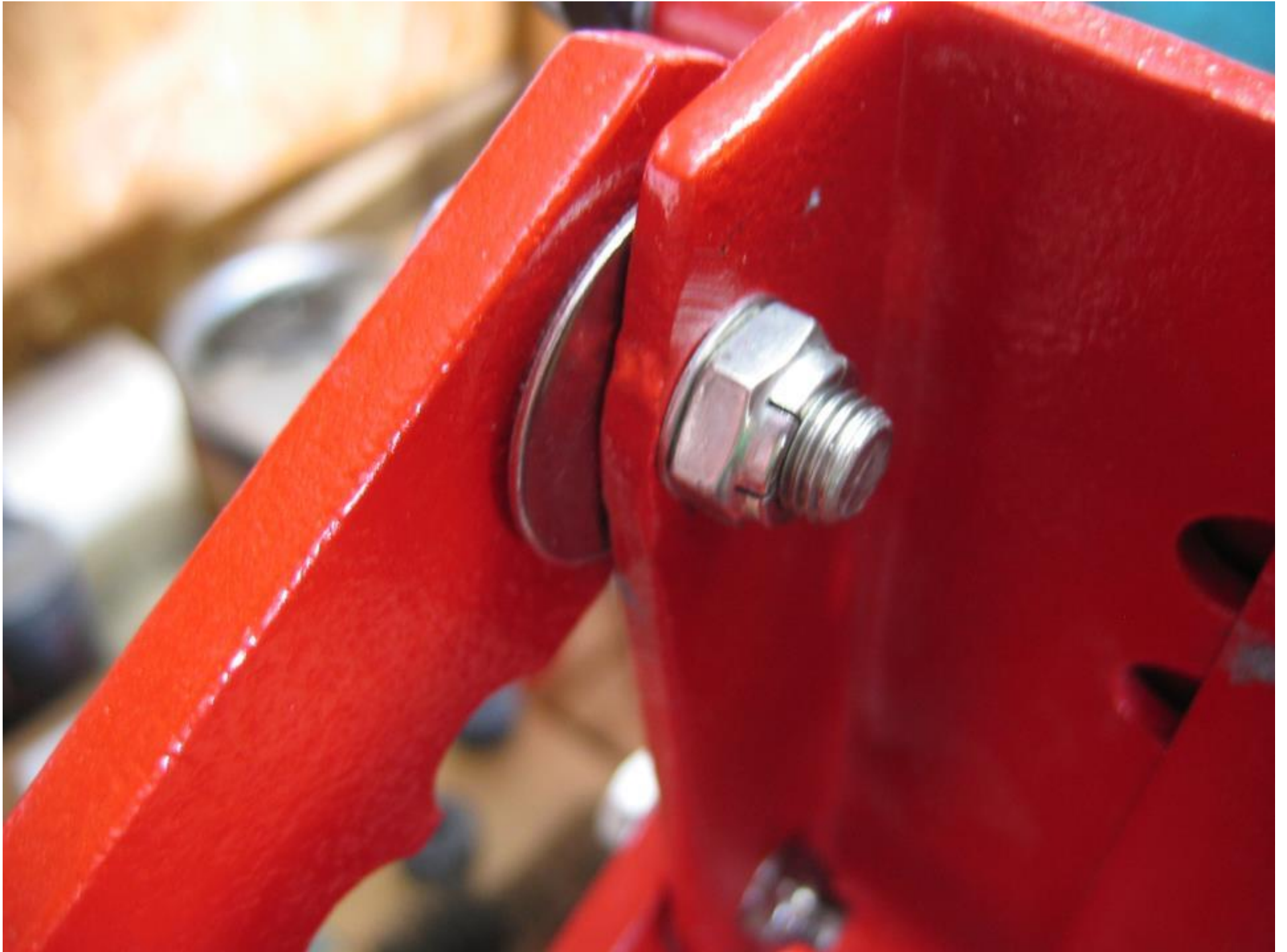
Took care of that!



Screw p/n 93190A365

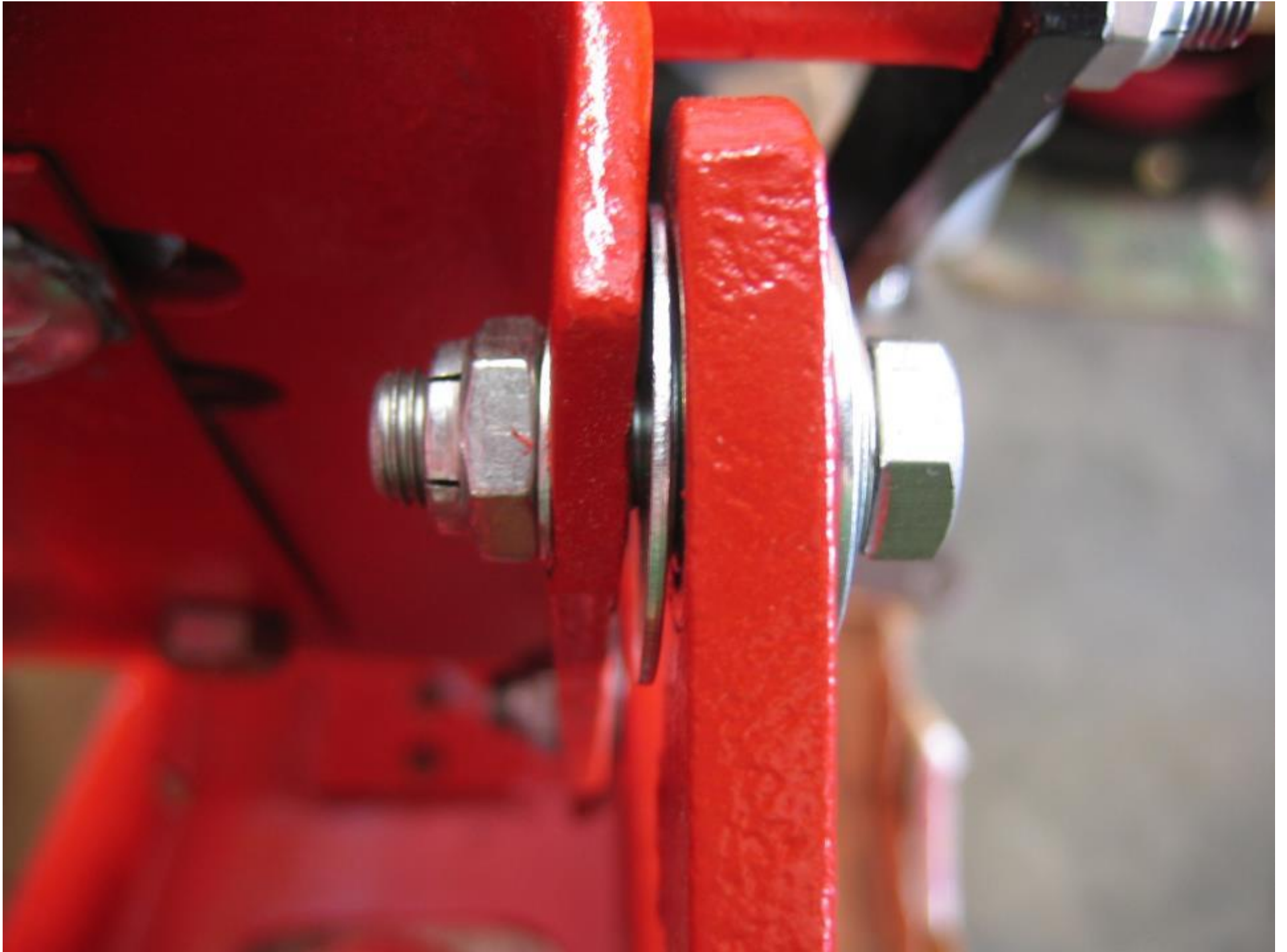
Washer p/n 98017A199

Nut p/n 94140A151





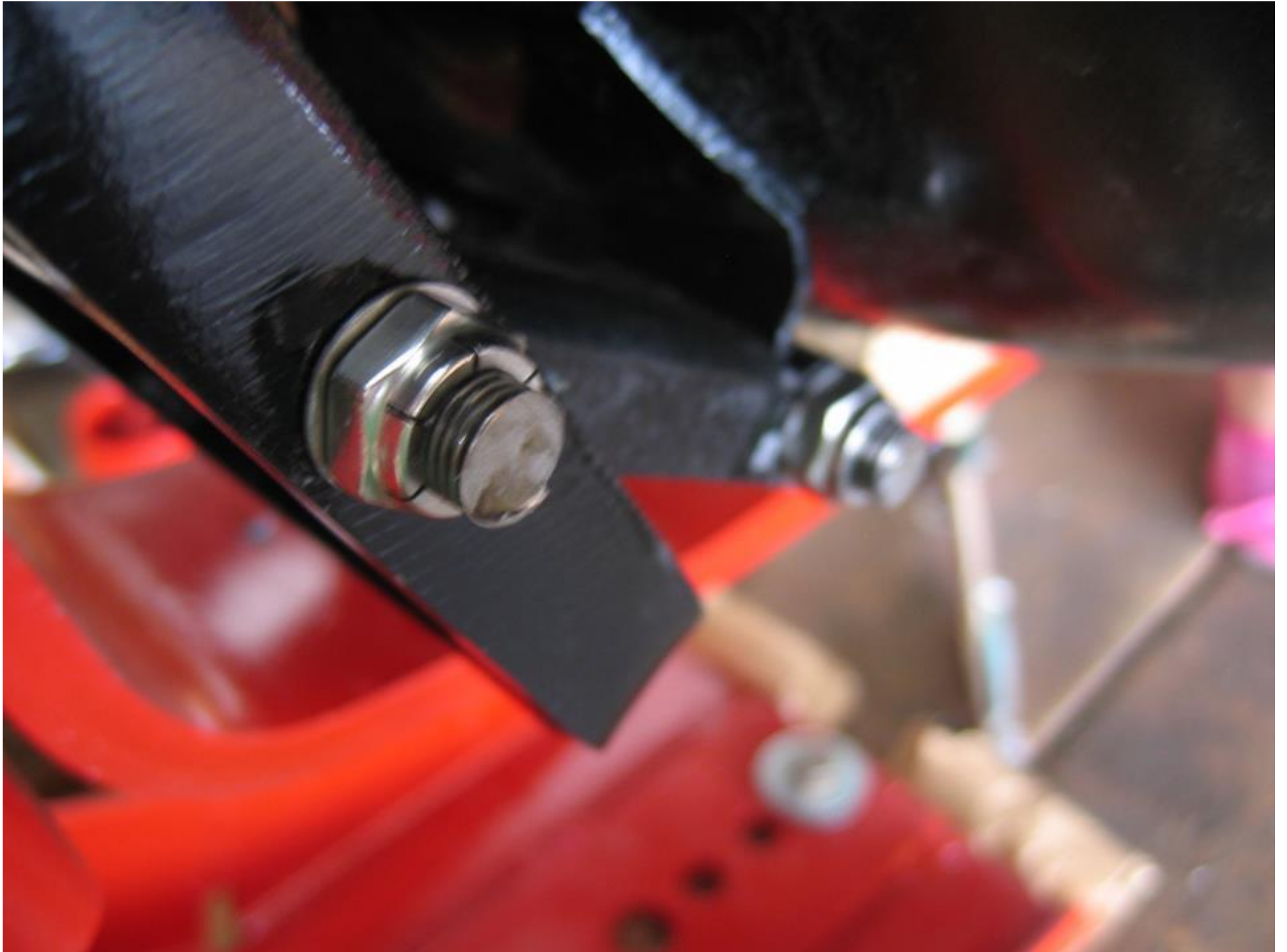




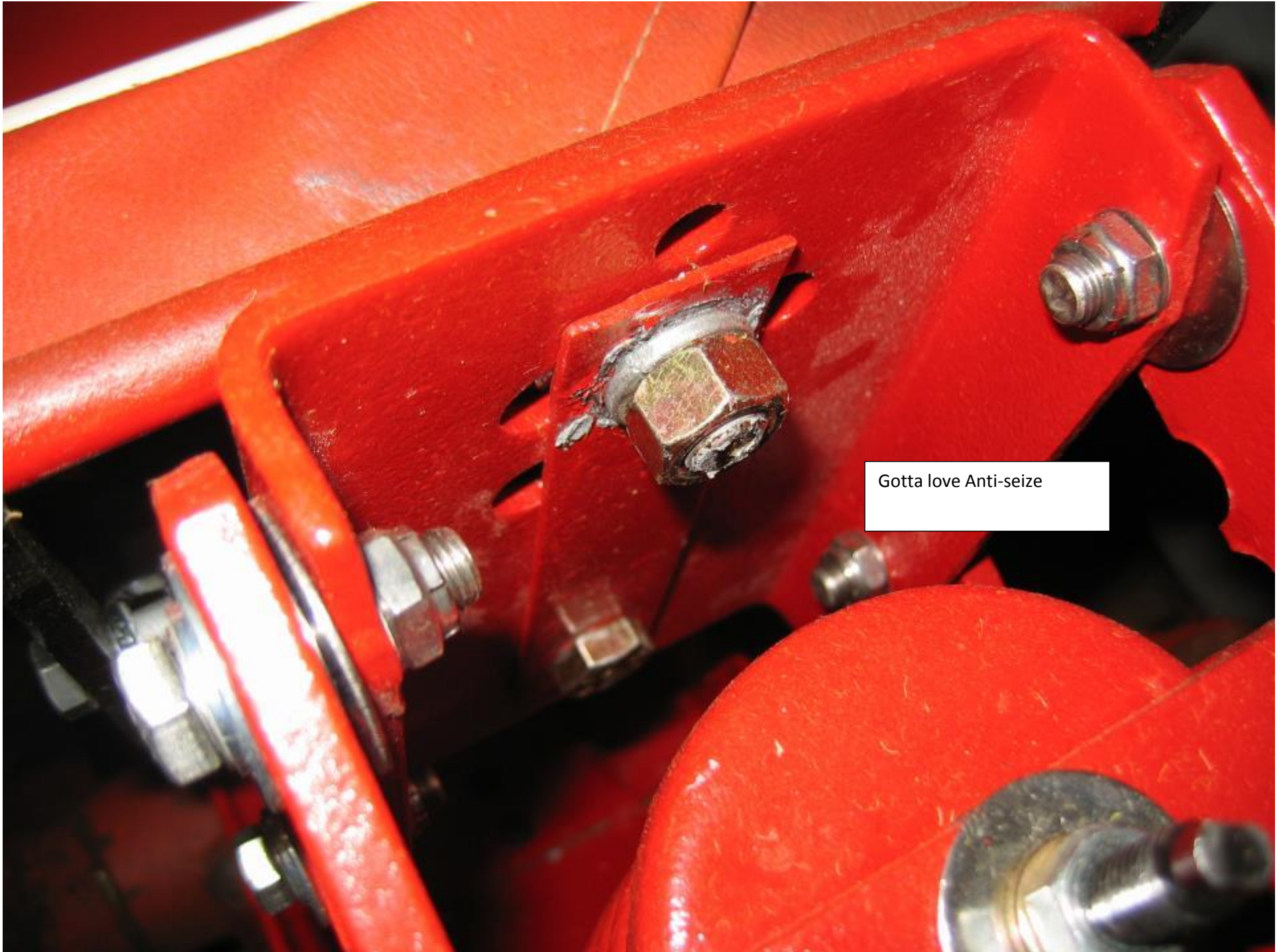




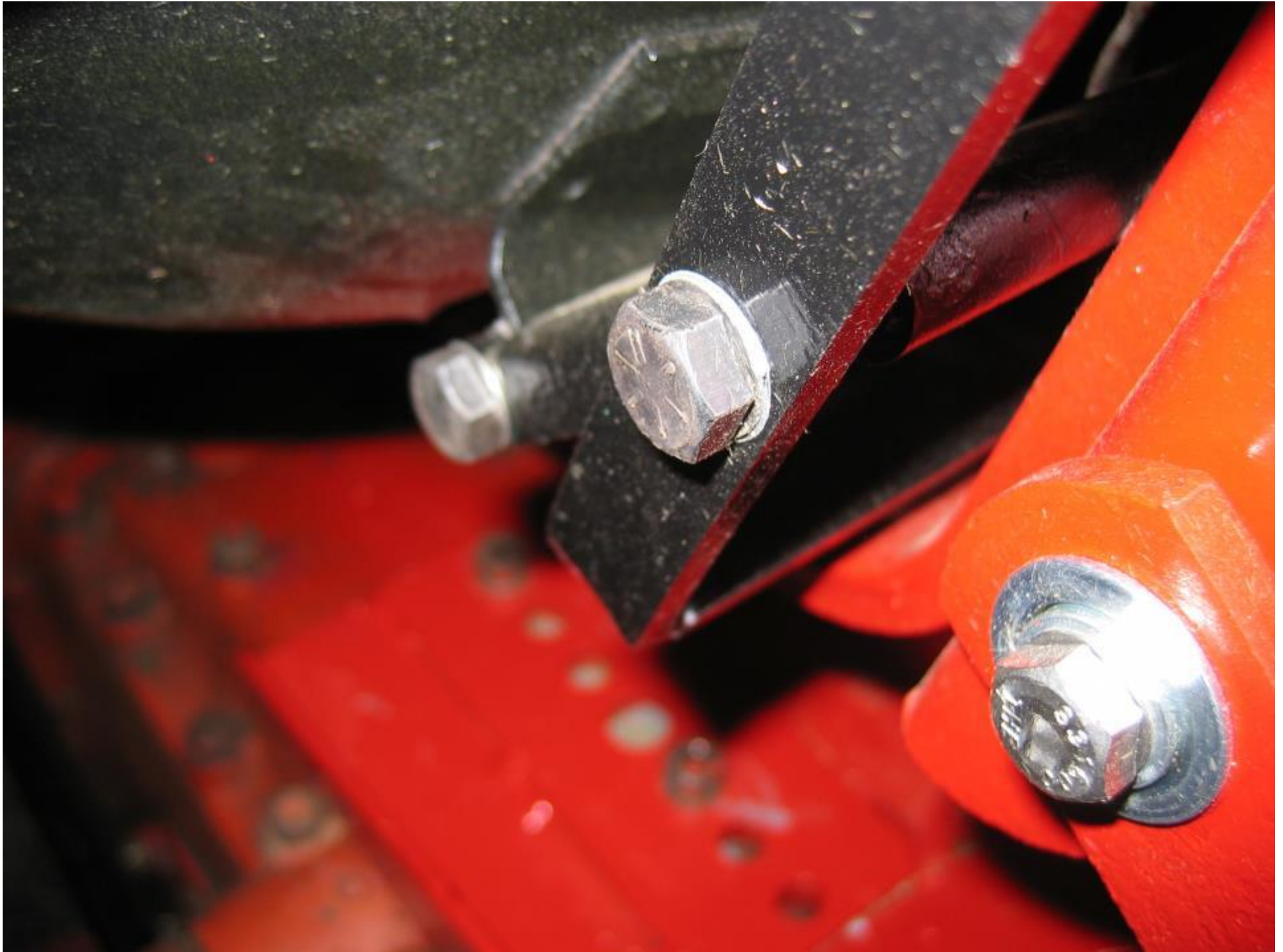


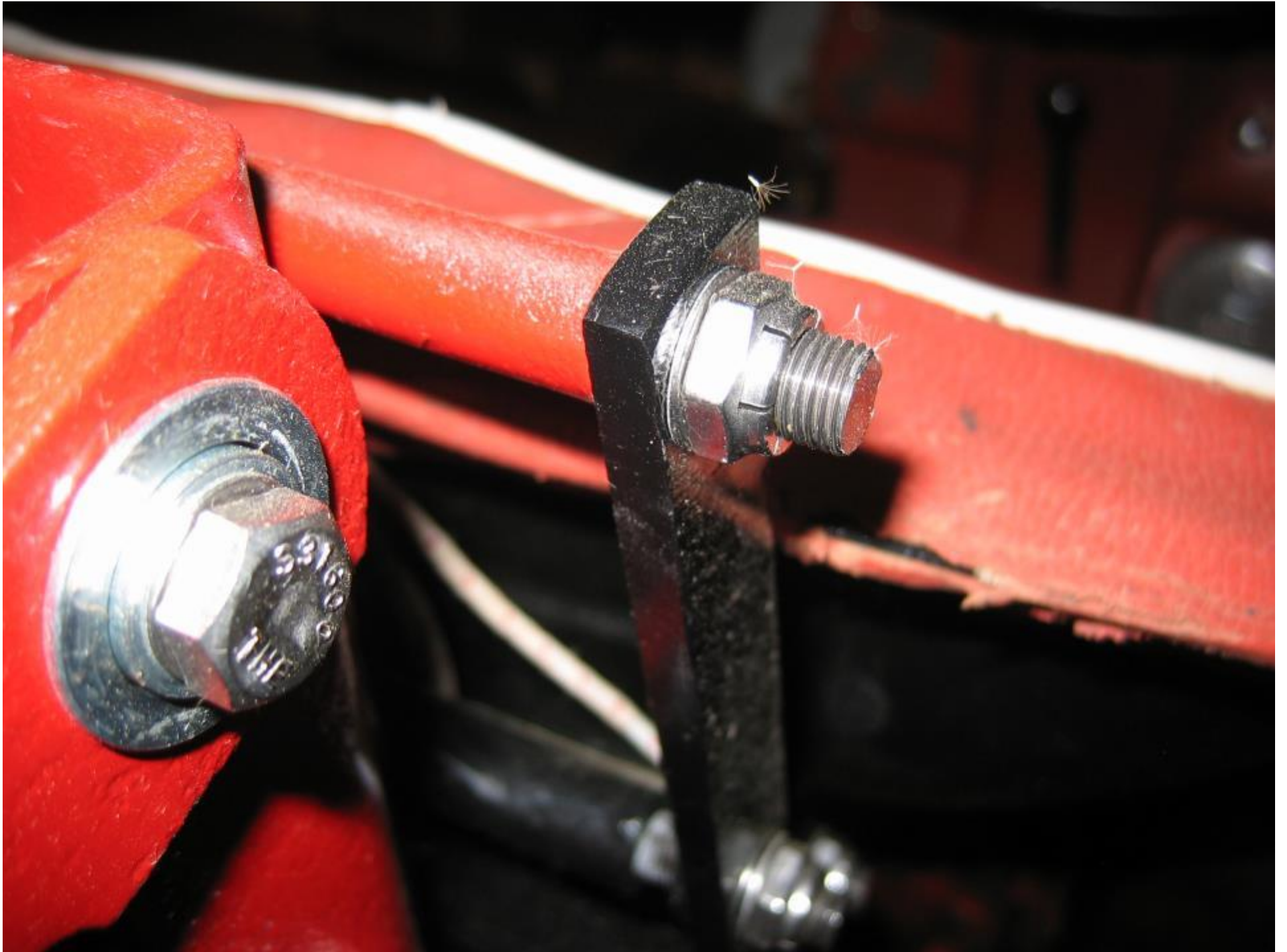






Gotta love Anti-seize









Seat is all finished!!!



Final touches...tying on the cushion.



Installed on the Tractor







Comparison measurement:
As measured from the Dash

Before:



Comparison measurement:
As measured from the Dash.

After:



In conclusion, I am extremely happy with how it turned out. I am no longer fatigued (relatively speaking) after being out in the field all day. My back no longer hurts either.

If you notice, most of the hardware I spec'd was Stainless Steel (CRES). I chose CRES b/c I hate rust!! And never want to deal with it again on this seat assembly.

Some folks complain the seat sits too far forward. As a data point, I'm 6', 0" and 200 lbs. I am very comfortable using this seat.

Please feel free to contact me with any questions.

Thanks!

Israel Stone
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