



EARLY MODEL CORVAIR

REAR AXLE BEARING PULLER/ INSTALLER

*****SPECIAL NOTES – READ FIRST:*****

DO NOT USE THIS PULLER PLATE IN A HYDRAULIC PRESS IT WILL DESTROY THE PLATE... "TOO MUCH PRESSURE TOO FAST"

IF THERE IS NO PULLER RING BELOW THE BEARING, YOU WILL NEED TO CUT THE BEARING OFF WITH A GRINDER. THE PULLER WILL NOT REMOVE IT WITHOUT DAMAGE TO THE BEARING AND THE PULLER PLATE

KEEP THREADS ON ACME RODS, AS WELL AS THE SURFACE ON THE LARGE WASHERS THAT COME IN CONTACT WITH THE ACME NUT "WELL LUBED" WITH ANTI SEIZE

STEP 1

SET THE AXLE VERTICALLY IN YOUR VISE WITH THE WHEEL STUDS DOWN. LIGHTLY CLAMP ON THE AXLE STUDS USING SOFT JAWS OR SOFT INSERTS.

POSITION THE TWO PULLER HALVES SO THAT THEY ARE UNDER THE PULLER RING THAT IS UNDER THE BEARING. SCREW THE TWO ½" GRADE EIGHT BOLTS. ROTATE THE PULLER BACK & FORTH AS YOU TIGHTEN THE BOLTS TO HELP KEEP CLEARANCE AROUND THE AXLE. IF THE PULLER HALVES ARE BOLTED TOGETHER TIGHT AND THE PULLER WON'T SPIN LOOSEN BOLTS SLIGHTY AND PROCEED TO REMOVE BEARING. TIGHTEN BOLTS AS THE BEARING MOVES UP A LITTLE. AXLES VARY, AND MAY HAVE HIGH SPOTS THAT WILL INTERFERE WITH PULLER. FILE OR GRIND AWAY HIGH SPOTS IF NECESSARY.

STEP 2

INSTALL ACME PULLER RODS IN PULLER. LIGHTLY LUBE **TIGHTEN** UP THE RODS TO THE PULLER PLATE. INSTALL BACKING BAR ON TOP OF THE RODS AND THE END OF THE AXLE WITH SET SCREW JUST COMING IN CONTACT WITH AXLE CENTER HOLE THE SET SCREW IS FOR "**ALIGNMENT ONLY**". INSTALL WASHERS PUT ANTI SEIZE ON TOP OF WASHER.WITH "WASHER FACE" OF THE ACME NUT FACING DOWN, THREAD ON PULLER RODS AND PULL UP FINGER TIGHT.

TURN PAGE OVER

STEP 3

AT THIS POINT YOU MAY REMOVE AXLE FROM VISE, AND CLAMP VISE ON THE PULLER HALVES SO THAT AXLE IS STICKING OUT OF VISE IN A HORIZONTAL POSITION. IT IS **NOT** NECESSARY TO REMOVE DUST THE DUST SHIELD. IT WILL COME OFF UNHARMED WITH BEARING.

STEP 4

TIGHTED EACH NUT, MOVING ABOUT THE SAME OF ROTATION ON BOTH SIDES UNTIL THE BEARING IS REMOVED. **“DO NOT TURN MORE THAN ONE REVOLUTION AT A TIME ON EACH NUT”** YOU MAY USE A GOOD IMPACT. MAKE A VISIBLE MARK ON THE SOCKET TO KEEP TRACK OF AMOUNT OF ROTATION YOU MAY HEAR A POPPING SOUND AS BEARING MOVES. THIS IS NORMAL.

BEARING INSTALL WITH OPTIONAL INSTALL TUBE

STEP 1

KNOCK OUT TWO OPPOSING WHEEL STUDS. PLACE AXLE VERTICALLY IN VISE.

WITH PULLER BOLTED TOGETHER, PLACE IT ON THE AXLE. SCREW IN AND TIGHTEN TWO 7/16” BOLTS. MAKE SURE THE SHOULDER THE BEARING PULLER RESTS AGAINST IS VISIBLE JUST ABOVE PULLER PLATES.

STEP 2

PLACE PULLER RING ON AXLE, AND THEN THE BEARING. PLACE TUBE ON AXLE RESTING ON BEARING INNER RACE. BACK OUT SCREW ON BACKING PLATE, SO IT WON'T INTERFERE WITH INSTALLATION OF BEARING. PUT ON WASHERS AND NUTS USING ANTI SEIZE ON PULLER RODS. ROTATE NUTS EVENLY TO BRING BEARING UP TO THE AXLE BEARING PULLER RING. WHEN YOU HAVE PULLED BEARING DOWN AS FAR AS YOU CAN GO, FEEL UNDERNEATH BEARING TO DETERMINE IF THE PULLER RING WILL TURN. IF IT TURNS YOU CAN “SEAT” THE BEARING BY PLACING A LARGE SOCKET ON TOP OF THE BACKING PLATE AT TOP OF PULLER AND USE A LARGE HAMMER TO GIVE IT A GOOD SMACK TO SEAT BEARING.

STEP 3 JUMP UP AND DOWN WITH JOY, AND INSTALL AXLE IN CAR!

“HAPPY MOTORING”

IF YOU HAVE PROBLEMS YOU MAY REACH AT

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