

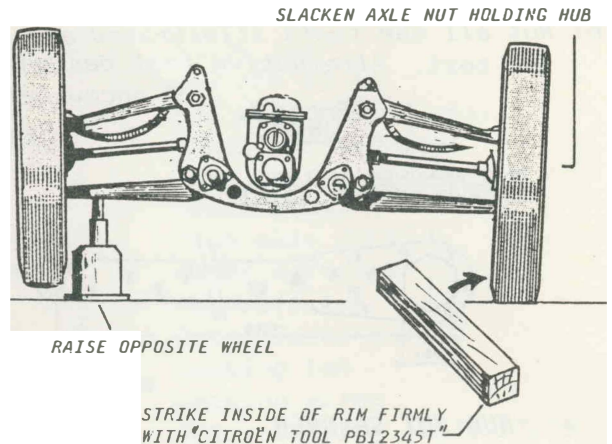
SIMPLE HUB REMOVER

REMOVING A TRACTION FRONT HUB WITHOUT A PULLER

During the workshop day covering the removal of a four-cylinder Traction drive-shaft, Peter Boyle explained how to remove a front hub without using the proper tool. It is emphasized that this method is not recommended by CCOCA except in emergency circumstances e.g. a roadside bearing failure. The appropriate puller should be used if it is available.

The following steps should be used, taking all possible care to avoid damage:

1. Slacken off the hub-retaining nut on the wheel to be removed by about 2-3 mm (leave the wheel on the car).
2. Jack up the opposite front wheel so that it is clear of the ground and all the weight is on the wheel and hub to be removed.
3. With a large piece of hardwood (red-gum or similar) about 5x3 in (120x75 mm) or a sledge hammer, strike the inside rim of the wheel to be removed.
4. Several good blows may be required to break the initial grip on the axle taper but it should give way without too much trouble.
5. Lower the opposite side of the car and raise that of the hub to be removed.
6. Complete the removal of the hub retaining nut.
7. The hub should now come off the car



without too much trouble by wriggling the wheel outwards.

If you have an old wheel and tyre (or even your spare), it would be better to use this rather than risk bending the rim of your good road wheel. Super he-men might persuade Madame Citroeniste to swing the 5x3 to reduce the risk of damage (not a bad idea anyway, unless of course she has been taking body-building lessons; in which case, start her on knocking the dents out of your mud-guards!).

Rumour has it that the above is the factory-prescribed method of removing the brake hub on Model-T Fords, or maybe they didn't have enough hub pullers either!

John Couche.