

# CARE AND USE

## OF CLUB FRONT END TOOLS

### *A few basic rules and tips to be noted before starting the job*

Firstly, have the front of the car resting on jack stands. A substantial piece of timber can be used under the monocoque behind the front wheels to support the body on the jack stands. A piece about 1 metre long should do the trick. Pull on the handbrake and chock the rear wheels.

If you have an assistant they can apply the footbrake as you undo the drum nuts, if not, adjust the brake shoes hard on. The nuts on both sides undo forwards!

As the nuts can be very tight use the correct spanner. Sometimes the assistance of a large bar is called upon to increase the leverage. Previously soaking the nuts with Penetrene is a good idea.

Do not hit any of the pullers with a hammer, or it will cost you money! Have the workshop manual available and refer to it often. Workshop manuals are

available through CCOCASHOP, so contact Leigh Miles if you need one.

The two halves of the brake drum puller should meet squarely together when fitted to the drum, in fact this is often not the case, so using a small angle grinder, make the groove in the drum deeper so the two halves do meet neatly together. After fitting the screw between them, the sleeve will slide on easily. If you have previously adjusted the brakes up tight to get the nut off do not forget to back the adjustment back off again.

The outer wheel bearing will come out without any problem using the correct tool.

Remove the sleeve, then the inner retaining nut; but first you must clean out all the grease from inside the hub to reveal the locking tab that holds the nut from turning. This will take some time and is tedious.

Take care here to ensure you have folded the locking tabs back, or you will not be able to undo the nut. These nuts also undo forward, both sides.

First, unscrew the nut so it is flush with the end of the pin to give the thread some protection. Set up the bottom ball joint breaker on the lower arm so the

lower screw will push squarely on the ball joint pin. If after having tightened both screws up hard and the joint is reluctant to break, strike the bottom arm downwards with a 12lb engineer's hammer, then re-tighten the screws and strike again.

This should have the desired effect.

The top ball joint breaker is a lighter tool and the joint should generally break easily. However, make sure the outer threaded part is screwed in completely to the top arm.

Here is something else to keep in mind. In the past one of the driveshafts, or indeed both, may have been put in or changed. The left/right hand threads may then be around the wrong way, ie a left hand shaft has been put in on the right hand side!

If you become stuck on any of the above, wash-up, make a cuppa and have another look at the manual. If it still will not work, call for assistance, moral support, or both.

Good Luck,  
Mel Carey.

