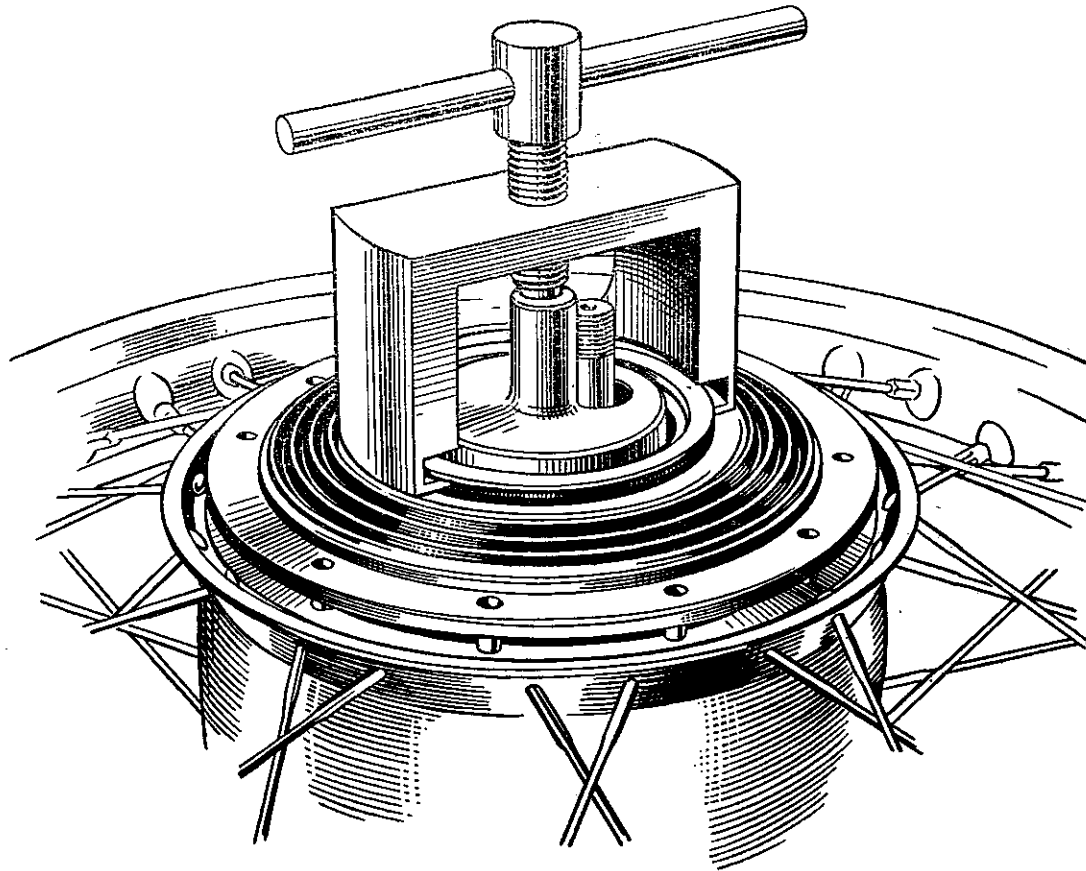


# END PLATE EXTRACTOR

PART No. Z.66 (Two parts)



Always use this jig when removing the end plate from the hub. Do not attempt to release it by bumping the underside of the wheel spindle on the bench. This procedure will cause the spindle to move in the plunger guide to which it is keyed.

Cases have been known where a wheel has been completely overhauled and when replaced in the frame the action is extremely stiff with sometimes no movement at all, although the fitter could vouch for the freedom of the plunger guide in the box before assembly. This trouble is usually traced to the misplacement of the spindle in the guide. An easy method to detect this fault is to examine the sliding dust cover plates, which should be just free to move sideways when pressure is applied by hand. Whichever plate is tight will denote that the spindle is too far in at this side; to remedy, remove the wheel and give the opposite spindle end a sharp blow with a hide or lead hammer to centralise. Replace and test the wheel.

When the wheel is in the dismantled condition, the fitter can easily check the position of the spindle in relation to the plunger, by measuring between the spindle shoulder and the plunger on the brake side. This side is identified by the machined flats on the shoulder. The reading should be:

2.725" (69.2 m/m)

2.730" (69.1 m/m)