

TOYOTA 8" CLAMSHELL BUSHING & TOOL INSTRUCTIONS

1. REMOVE DRIVERSIDE CV AXLE SHAFT
2. REMOVE NEEDLE BEARING
 - A. If using ECGS puller tool, stuff a paper towel or some kind of stop in splined area of spider gear this will keep the tool from falling into differential(if this happens you will have to remove the diff separate the case halves and fish it out)
 - B. Install machined/threaded insert into the carrier with flat side facing out, use a magnet and install at an angle. It will angle in the gap between the spider gear and needle bearing and then fall into place. If it is angled and wedged take a punch and give it a tap to get it to fall into place.



- C. Once the Insert is installed thread the puller rod into the insert. Position insert parallel to ground, Pull out on puller rod to hold insert against bearing so that it is centered. (by placing the insert parallel if the tool slips

down slightly do to gravity it still should not interfere with inside of carrier)

- D. Install plate onto puller rod. Plate will hit the outside round surface of the differential housing. Install the Nut. Maintain pressure against bearing to insure everything stays centered.



E.

- F. Hand tighten nut to plate, and insure that tool is centered.

- G. Tighten nut against plate and needle bearing will begin to pull out, it should not take a lot of force to remove the bearing. If it feels as though it is not moving, stop and reposition the Insert. It could be hung on the inside of the carrier and if too much force is applied you will bend the insert or damage the tool, once the needle bearing starts to move then you can proceed faster, but be sure initial pull is pulling on bearing. Here is a picture of the insert positioned from the inside to show how critical the position is.



G. REMOVE THE PAPER TOWEL OR STOP INSTALLED INTO SPIDER GEAR!!!!

3. INSTALL BUSHING

- A. With the bearing now removed. Install replacement bushing with steel face out. The steel face protects the bushing while it is being driven in.



- B. Install bushing flush with carrier (Be careful not to drive the bushing past flush as the design of the bushing is longer than the stock needle bearing to provide more support, however if driven too much past flush it will contact the spider gear)



4. REPLACE AXLE SEAL IF NEEDED
5. REPLACE CV SHAFT IF NEEDED AND/OR REINSTALL
6. CHECK GEAR OIL LEVEL TORQUE AND CHECK ALL ITEMS REMOVED.