

SEALEY

Quality MACHINERY

VS702

UNIVERSAL HUB SEPARATOR

IMPORTANT! READ BEFORE USE! DO NOT DISCARD!

SAFETY INSTRUCTIONS

- Read all the instructions and be sure you completely understand everything in this manual before using the hub separator. Failure to do so may result in damage to the tool, vehicle hub or injury to the operator.
- Use the tool only for its intended purpose.
- Be sure the vehicle to be worked on is secure from sudden movement by applying the hand brake, placing it in "park" or securing it with chocks.
- Make sure the space needed for use and maintenance of the tool is adequate and free from debris.
- Always wear approved eye protection when working with the hub separator. A full range of personal safety equipment is available from your Sealey dealer.
- Do not modify the hub separator in any way.
- Use only the recommended accessories and original spare parts for the tool. Improper accessories can be hazardous.
- Do not wear loose or ill fitting clothing to avoid snagging. Remove watches, rings and other jewellery before operating. Tie back long hair.
- Secure the work area when finished. Account for all tools and parts used and do not leave them near the work area.

CONTENTS

Unpack the carton and check that the following items are included:

- A. Yoke Assembly
- B. Adjusting Screw
- C. Adjusting Screw Nut
- D. Forcing Screw Assembly
- E. Bolt/nut M12x50 (x2)
- F. Bolt/nut 7/16"x2-3/43"
- G. Bolt/nut M12x110
- H. Saab Adaptor
- I. Adaptor Plate
- J. Set Screw M10x25 (x2)
- K. Set Screw M12x25
- L. Honda Adaptor Plate (x2)
- M. Adaptor Tube
- N. Steel Box

INSTRUCTIONS

1. Remove the hub assembly from the vehicle and spray with penetrating oil, particularly around the point where the forcing screw will contact the hub centre. Leave for as long as possible to allow maximum penetration.
2. Read the safety instructions.
3. Using a good quality grease, generously lubricate the thread of both the forcing screw and adjusting screw assemblies. Pay close attention to forcing screw thread above, below and inside the stepped nut.
4. Determine which of the illustrated hub types is most similar to the hub being disassembled. Refer to the section under **HUB TYPES** that applies and fit the tool to the hub according to the instructions given.
5. If the tool is attached to a "split" type ball joint casting or similar, replace the existing bolt to prevent the joint spreading.
6. Mount the tool/hub assembly in a vice. Using a ring spanner or breaker bar (max. length 14" or 356mm), turn the forcing screw head clockwise to separate the hub. ***If "reasonable force" with a tool as described above does not separate the hub, DO NOT CONTINUE- proceed to step 7.***

"Reasonable force" should be interpreted as no more force than is usually exerted by a normal person using the tool. "Cheater" pipes, excessive hammering or impact wrenches will damage the forcing screw.

7. Some hubs are extremely tight and cannot be simply "turned" apart. If this is the case, use the following procedure:
 - a. Re-apply penetrating oil to the hub and allow plenty of time to soak in. Place the assembly in a vice.
 - b. Place a ring spanner on the forcing screw head and maintain a constant pressure.
 - c. At the same time, use a copper, lead or other "soft-face" hammer to "drop down" onto the forcing screw. ***Do not use excessive hammering.***

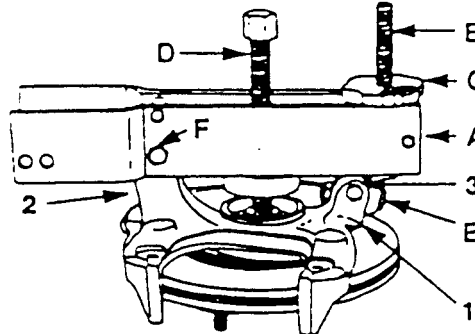
When combined with the pressure from the ring spanner, each drop of the hammer will turn the screw by approximately 1mm and gradually loosen the hub.

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FORD TYPE HUBS

1. Mount adjusting screw (B) to lower control arm ball joint hole (1) using bolt/nut (E) and replace original pinch bolt (3).
2. Place the forcing screw assembly (D) in the centre of the hub and lower the yoke assembly (A) onto the hub. Fit the adjusting screw nut (C) to the adjusting screw (B).
3. Mount the yoke assembly (A) to the strut leg mount (2) using the bolt/nut (F).
4. Turn both the forcing and adjusting screws until the yoke is parallel with the disc/hub and the forcing screw is perpendicular to the disc/hub.

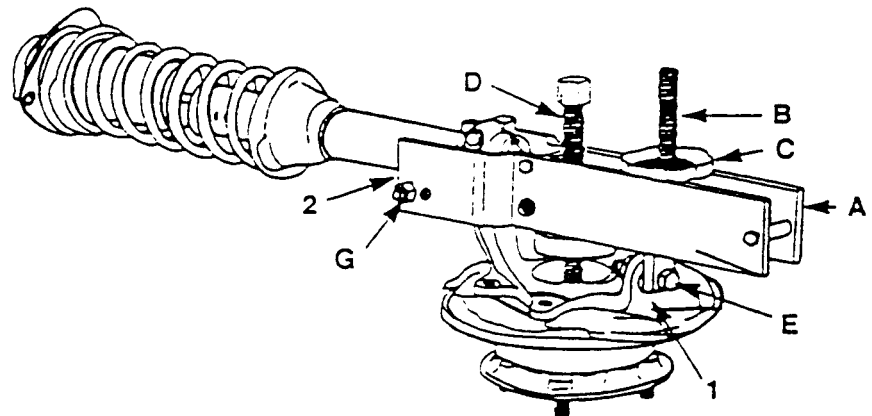


Suits most:

Ford, Mazda, Toyota, Daihatsu, Fiat, GM, Mitsubishi, Nissan, Hyundai, Subaru, Suzuki, VW and similar hubs.

HONDA/CAMIRA TYPE HUBS with strut

1. Mount adjusting screw (B) to lower control arm ball joint hole (1) using bolt/nut (E).
2. Place the forcing screw assembly (D) in the centre of the hub and lower the yoke assembly (A) down onto the hub. Fit the adjusting screw nut (C) to the adjusting screw (B).
3. Insert bolt/nut (G) through the yoke assembly underneath the strut (2).
4. Turn both the forcing and adjusting screws until the yoke is parallel with the disc/hub and the forcing screw is perpendicular to the disc/hub.



Suits most:

HONDA (strut type models)
And other similar hubs...

HONDA TYPE HUBS without strut

1. Mount adjusting screw (B) to lower control arm ball joint hole (1) using bolt/nut (E).
2. Place the adaptor tube (M) into the strut leg cavity and tighten the original pinch-bolt (2).
3. Place the forcing screw assembly (D) in the centre of the hub and lower the yoke assembly (A) down onto the hub. Fit the adjusting screw nut (C) to adjusting screw (B).
4. Insert the bolt/nut (G) through the yoke assembly underneath the adaptor tube (M).
5. Turn both forcing and adjusting screws until the yoke is parallel with the disc/hub and the forcing screw is perpendicular to the disc/hub.

