

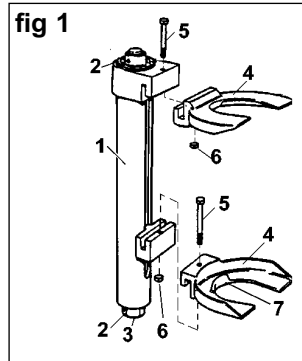
3. INTRODUCTION & DESCRIPTION

The RE222 is designed to allow the replacement of both coil springs and MacPherson strut inserts without the removal of the strut from the vehicle. It is a cylinder type spring compressor system designed for use on all MacPherson strut coil springs and conventional front and rear suspensions.

Component description (refer to fig 1).

The compressor consists of a solid steel body or cylinder mounted with two forged jaw interlocks, one on the body and the other on a centrally mounted spindle.

- | | |
|---------------------------|--------------------------------|
| 1 Body cylinder | 5 Retaining pins |
| 2 Shear Pin | 6 Retaining pin nuts |
| 3 Hex nut | 7 Safety lips |
| 4 Jaws | |



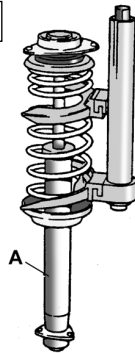
- m The spindle (which is driven by a 24mm hex nut), is located in two axial bearings which absorb the tension and friction forces during operation and reduce effort.
- m The complete assembly is case hardened to increase tensile strength.
- m There are two shear/fracture points for increased safety. Should the compressor become overloaded one of the shear/fracture points will break leaving the spring safely compressed.
- m A range of drop forged jaws are available to match all current MacPherson strut spring sizes.
- m Each jaw has a safety lip to eliminate slip and is designed to fit the pitch of the spring to ensure maximum surface contact between jaws and spring, thus eliminating the risk of the compressor slipping around the spring.
- m The jaws are unique in their design as they interlock with the compressor body without requiring a retaining or load bearing bolt. The load is transmitted through the machined mating faces to nitrided compressor spindle.
- m The ability to engage jaws with an interlock, enables the tool to be used without removing the MacPherson strut from the vehicle.

4. INSTRUCTIONS FOR USE

4.1. TO COMPRESS STRUT FITTED TO VEHICLE.

- 4.1.1. Put the jaws into position and engage them on the spring as far apart as possible and in line with one another. Ensure the safety lips (fig 1.7), are correctly engaged and insert the retaining pins wherever possible.
- 4.1.2. Put the RE222 body into position as show in fig 2, (A = MacPherson strut), and engage the interlocks into the jaws.
- 4.1.3. Ensure the jaws and body are correctly aligned and the retaining pin is inserted whenever possible.
- 4.1.4. Extend compressor by hand then turn the 24mm hex drive (fig1.3) clockwise using air or hand tools and compress the spring without allowing it to become coil bound.
- 4.1.5. Remove spring when it is fully compressed and is free to rotate.
- 4.1.6. To decompress the spring, reverse the compress procedure.

fig 2



4.2. CONICAL ADAPTOR 369/1590-1

- 4.2.1. The shape of some coil springs which have a diameter at the top of the spring much greater than at the bottom (fig 3), will not permit the use of the standard RE222. Safe compression of the conical coil spring can only be achieved if the spring compressor remains at a right angle to the top spring coil.
- 4.2.2. Conical Adaptor 369/1590-1 has a simple locking jaw system to fit spring sizes from 85mm to 195mm diameter. Used with the appropriate jaws on the bottom spring coil will bring the spring compressor into required alignment for safe compression (fig 4).
- 4.2.3. Adaptor is supplied with retaining bolt/nut which must be inserted.

fig 3

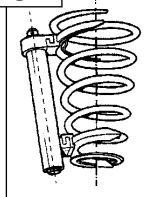
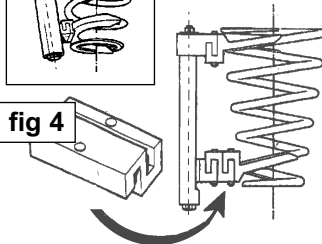


fig 4



4.3. TO COMPRESS STRUT REMOVED FROM VEHICLE.

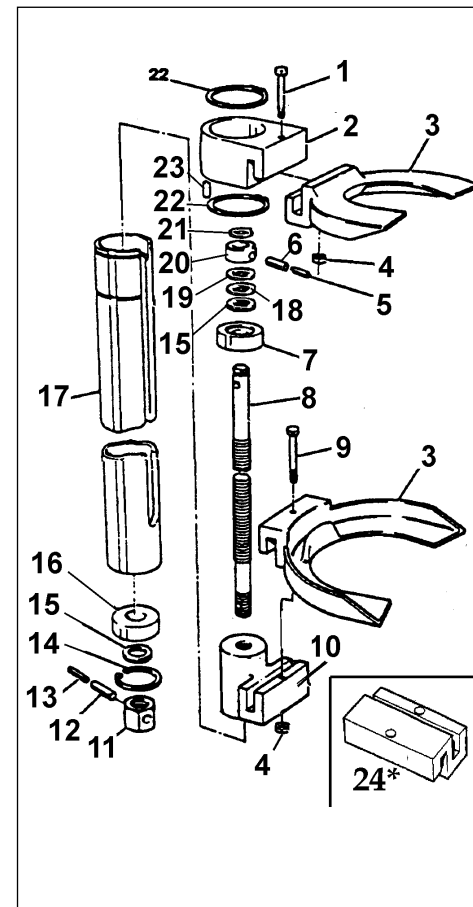
- 4.3.1. Align the body mating interlocks, ensuring that they face in the correct direction and engage the jaws.
- 4.3.2. To keep jaws from moving, insert the retaining pins (fig 1. 5) through the jaws and carriers, and secure with pin nuts (6).
- 4.3.3. Extend the compressor using the 24mm hex drive nut (fig 1.3). Grasp as many spring coils as possible and ensure that the spring is correctly seated in the jaws.
- 4.3.4. Turn the 24mm hex drive nut clockwise using air or hand tools to compress the spring.
- 4.3.5. Observe end of stroke restrictions to keep the spring from becoming coil bound.

5. MAINTAINING THE COMPRESSOR

- 5.1. Before each use check the compressor to ensure it is not damaged or worn. If suspect do not use the unit, but contact your your local Sealey Dealer who will be able to advise you regarding repair kits and spare parts.
- 5.2. Keep the compressor spindle lubricated. **IMPORTANT: Use "Molycot GN" lubricant only.**
- 5.3. Keep the compressor clean, and when not in use store in a safe, dry, childproof location.

6. PARTS LIST

Original Date:	010899
Issue Date:	010899
Version No:	0
Date Modified:	N/A



Index no.	Stock Code	Description
1	369/0015-0010	Retaining Pin
2	369/0015-0003	Fixed Jaw Mount
3	369/1500	Jaws, size 0, pair
	369/1512	Jaws, size 1A, pair
	369/1510	Jaws, size 1N, pair
	369/1520	Jaws, size 2N, pair
	369/1530	Jaws, size 3N, pair
	369/1550	Jaws, size 5, pair (A & B)
	369/1571	Jaw for BMW 8 Series
	369/1561	Jaw, size 6, single
4	369/0014-0025	Nut, M5
5	369/0014-0019	Rolled Pin, 4 x 28 mm
6	369/0014-0017	Rolled Pin, 6 x 28 mm
7	369/0013-0006	Bearing Bushing
8	369/0014-0002	Spindle
9	369/0015-0010	Retaining Pin, 4 x 40 mm
10	369/2000-0005	Spindle Jaw Mount
11	369/0014-0004	Hex Drive Nut, 24 mm
12	369/0014-0016	Rolled Pin, 6 x 24 mm
13	369/0014-0018	Rolled Pin, 4 x 24 mm
14	369/0014-0023	Circlip, 40 x 1.25 mm
15	369/0014-0014	Axial Thrust Bearing
16	369/0014-0006	Bearing Bushing
17	369/2000-0001	Cylinder Body
18	369/0014-0020	Shim Washer, 0.25
19	369/0014-0021	Shim Washer, 0.5
20	369/0014-0013	Collar
21	369/0014-0028	Circlip, Ø 15 mm
22	369/0014-0022	Circlip, Ø 50 mm
23	369/0013-0020	Key
—	369/2000-0040	Large Repair Kit
—	369/2000-0035	Small Repair Kit
24*	369/1590-1	Conical Adaptor Accessory not in kit.