

# Removing the Race

by Tom Endy

The roller bearing race (sometimes called a sleeve) installed in the front of the torque tube can be difficult to remove unless you know the trick. The trick is to stand a drive shaft up vertical with the spline end up. Place a 1&1\16" six point socket over the spline. Slide the torque tube over it and bounce it a few times. Best to hold a rag over the top to catch the greasy race and seal that will exit.

K.R. Wilson made a removal tool for the purpose. It can also be used for installation. The tool is extremely rare, but some are still around.



**The tool and a removed race: The split race is somewhat spring loaded and the spring tension holds it in place inside the torque tube. The dimple shown near the top edge of the race seats in a mating protrusion in the torque tube.**



**KRW tool: Note the spring loaded button in the center at left. This button pops into the hole that is in the center of the race. A twisting pulling motion pulls it out of the torque tube.**



**Genuine vintage K. R. Wilson**



**A removed race is shown mounted to the tool with button protruding through the hole.**

The race must be removed in order to replace the grease seal. Quite often this is never done during a restoration. Many times during an overhaul I have found the original leather seal that Henry installed still in place (with all the leather gone). The original race can usually be re-used as in most cases it is a better quality than some of the poor quality races on the market.

The new seal must be installed first before the race is replaced. If you forget and install the race first you will not be able to get it back out unless you have a KRW tool. Without a seal in place the drive shaft trick will not work.