

Bell Housing Tool

by Tom Endy 2022

Removing the old pedal shaft from a bell housing can be difficult and I would recommend never attempting it with it in the car as you are liable to paint yourself into a corner. This is a job that should be done on a workbench.

The pin securing the pedal shaft from the beginning of production until 1931 had a dome shaped head on the outside and was peened over on the inside. The best way to remove it, that I have found, is to knock the dome head off with a chisel and drive the pin out toward the inside. Best to avoid ever drilling it out.

Once the pin is out, the trick is to drive the shaft itself out and it can be in there very tight. There is no room inside the bell housing to swing a hammer, so any punch used has to attack the shaft at an angle through the throw-out bearing access window. One method is to hacksaw the shaft off as close to the casting as possible and drive the remainder of the shaft in toward the inside with a punch.

I have rebuild countless numbers of bell housings and years ago I devised a tool that easily pushes the shaft out. The photo below shows the tool. It is bolted to the bell housing using the four bolt holes where the transmission mounts. Once the tool is in place the large bolt is turned with a wrench and it easily pushes the shaft out.





This shows the back side of the tool that sits down inside the bell housing. The four mounting bolts come in from the outside at the back.



The tool is shown mounted to a bell housing.



Turning the large bolt on the inside easily pushes the shaft out.