

# Broken Bell Housing

by Tom Endy August 2022

A fellow Model A'er came over the other day with a bell housing that was cracked right above the clutch throw-out bearing access window. He wanted to buy a rebuilt bell housing from me. He had built a pedal shaft pusher-outer tool similar to the one I have and had used the bell housing tool article I had written a number of years ago.

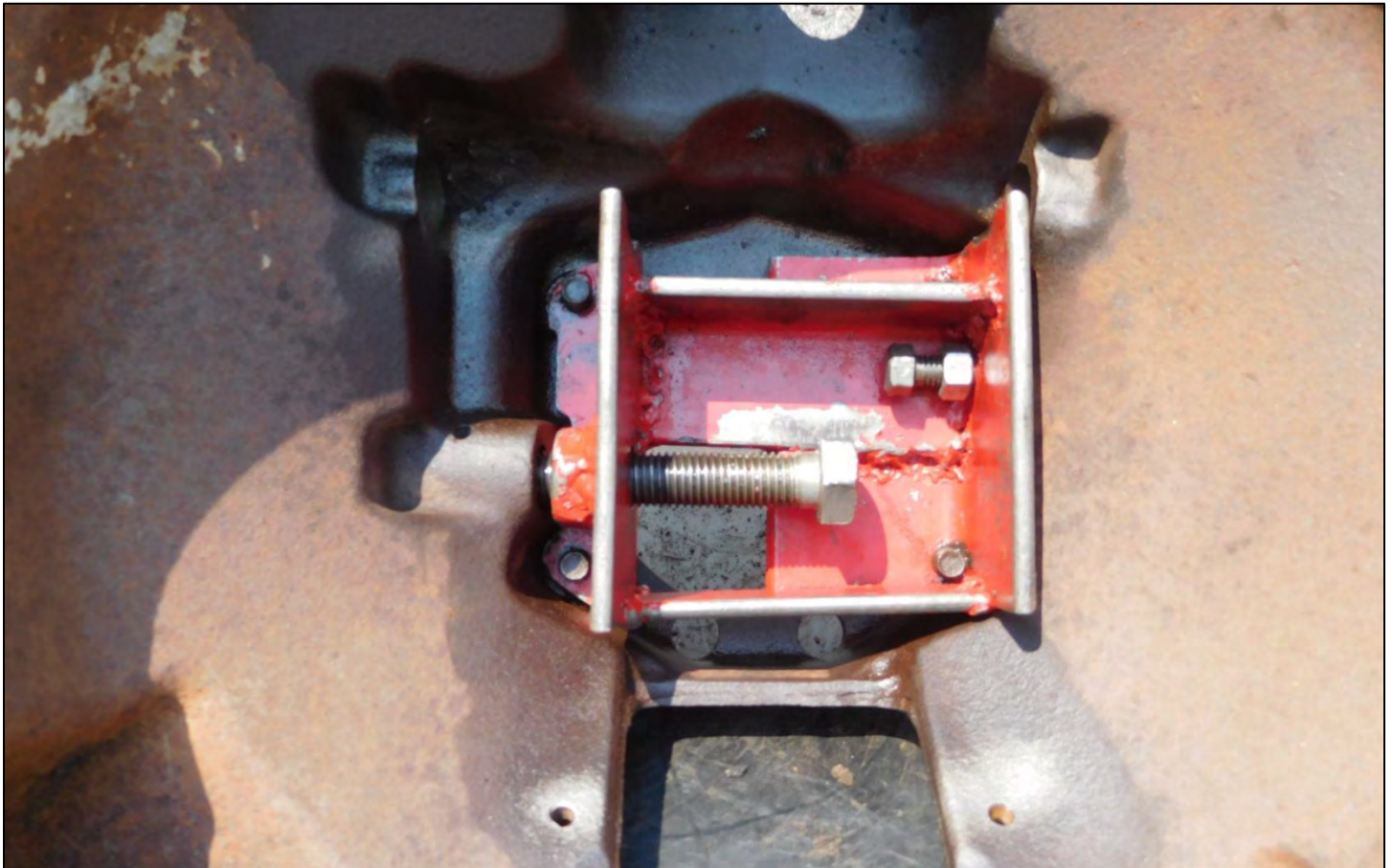
The fellow had managed to get the pedal shaft pin out, but when he applied his pusher-outer tool to push the pedal shaft out, instead of it coming out easy it would not budge and the force applied cracked the housing.

I tried to use my bell housing pedal shaft pusher-outer tool to push the shaft out as it is more robust than the one he had built. The pedal shaft would not budge. At first I thought it may have been tack-welded in place. However it appears that some mis-guided person had applied lock-tight when installing the replacement pedal shaft. This made it impossible for the pedal shaft to be pushed out and the force applied had cracked the housing.

This is the first time in several hundred bell housing restorations that I have seen a problem such as this. Pedal shafts go in tight and there is no reason to ever apply lock-tight to the shaft. Had heat been applied to the shaft, had it been known that lock-tight had been applied, it would have unlocked it.

The moral to this story:

**Never, never apply lock-tight to a new pedal shaft installation!**



**My pedal shaft pusher-outer tool**