

**REAR PIN GREASING TOOL**

**Materials**

- 1 -  $\frac{5}{16}$ " Brake Tubing 7" Long
- 1 -  $\frac{1}{4}$ " Brake Tubing 1  $\frac{1}{2}$ " Long
- 1 -  $\frac{3}{8}$ " 45° Zerk Fitting
- 1 -  $\frac{3}{16}$ " O Ring

**Construction**

Drill bottom of Zerk fitting to  $\frac{1}{4}$ " Dia.

Sweat  $\frac{1}{4}$ " brake tubing into Zerk (approx.  $\frac{3}{8}$ ") using silver solder. Sweat the remaining  $\frac{1}{4}$ " tube into the  $\frac{5}{16}$ " x 7" tube. (Be sure to drill out the  $\frac{5}{16}$ " tube with a  $\frac{1}{4}$ " drill to remove burring from cutting).

At this point, a groove should be turned  $\frac{1}{4}$ " from the bottom of the  $\frac{5}{16}$ " tubing to allow a  $\frac{3}{16}$ " O ring to be installed (see Fig. 1) so that the outside diameter of the O ring is  $\frac{21}{64}$ "

**Operation**

Remove existing  $\frac{3}{8}$ " Zerk from pin. \* Insert  $\frac{5}{16}$ " opalescent straw into tube. Straw should penetrate a minimum of 8" into pin. Twist several times. Remove straw. All grease in center bore of pin should come out inside straw by simply pressing straw above grease line, and drawing thru fingers. Insert grease tool in pin. Pump grease into tool until you see grease being extracted from rear of pin. Remove tool, insert original Zerk fitting and pump grease. Grease should now appear at front of pin. Repeat process for three (3) remaining pins.

\* If straw does not penetrate any more than 2", there may be a burr at the grease hole of the pin. If so, use a  $\frac{21}{64}$ " drill bit (has to be extended at least 3  $\frac{1}{2}$ " from chuck) and drill out. The rear hold is located 7  $\frac{3}{4}$ " from front of pin. If that hole is also obstructed by an burr, it may be necessary to weld an extension rod to the drill bit to clear the last hole.

One straw should last for all four pins.

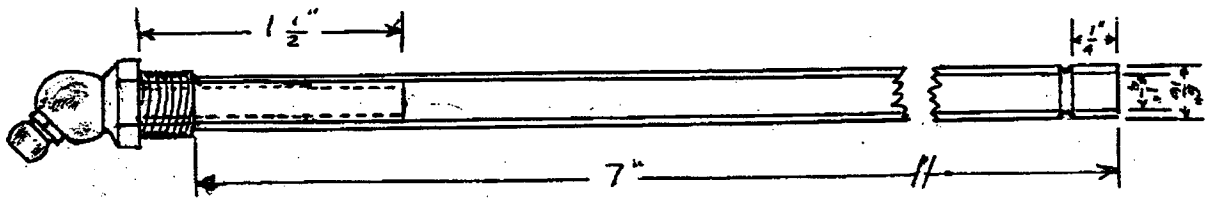


FIG. 1

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