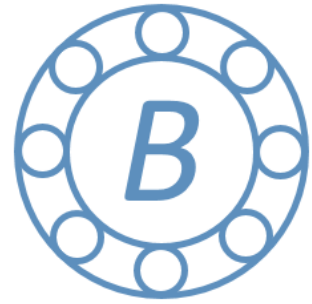


Thank you for purchasing this DT EXP lockring bearing tool!

This is a brand new tool design and we're still making changes.

We'd be very grateful for your thoughts, good or bad, on how it performs.

We hope it will make your work much easier, but if not, please let us know - we don't like to leave any customer dissatisfied!



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This tool consists of several parts; a nut and bolt, a cup, and two drifts of different sizes and shapes.

The tool has three purposes:

- To remove the old bearing from a DT EXP lockring
- To press the new bearing into a lockring
- One of the drifts can also be used as an axle protector when tapping out bearings from hub bodies

Each of these functions is illustrated below:

1 Removal of the bearing from a DT EXP lockring

- Place the lockring in the cup with the toothed surface facing **out**.
- The tool is assembled using the smaller diameter drift.
- Tightening the nut and bolt will drive the bearing out of the lockring and into the cup.



2 Pressing a new bearing into a DT EXP lockring

- Place the lockring in the cup with the toothed surface facing **inwards**.
- Place the bearing on the outside of the lockring.
- The tool is assembled using the larger diameter drift (the one that matches the outside diameter of the bearing).
- Tightening the nut and bolt will press the bearing into the lockring. You will feel the resistance change when the bearing reaches the bottom of the lockring - stop at this point, be careful not to over-tighten.



3 Using the drifts as axle protectors

- The DT service manual details stages in disassembly of several hubs where it is necessary to tap the end of an axle with a hammer to remove the bearing on the other side.
- The smaller diameter of the two drifts can be used as an axle protector when tapping out axles with a 12mm internal diameter (like the EXP rear hub) or 15mm internal diameter (some front hubs).



We pride ourselves on giving our customers good service and would welcome any feedback that you may have.