

TOUGHNUTZ™

SUPER DUTY HUB TOOL

These Trucks Have One Major Problem - Ball Joints

Actually the ball joints aren't hard to change, once you get to them. The manufacture claims the wheel bearing is a slip fit. This may be the case when the truck's new, but not once it's been in the mud or has any miles on it. The outer bearing race becomes frozen in the spindle. Most attempts to pull it out, from the wheel side, results in the bearing blowing apart. This not only doubles the cost of the repair, it locks down that bay while you struggle to get the outer race out. You then must ship the hub out to have the new bearing pressed on!



What's The Answer? We've Got The Perfect One!

The answer is to drive it out from the back! There are 4- 1/2" studs holding the assembly into the spindle. You simply remove these 4 retaining nuts, and drive it out! Well it's not quite that simple.... Many people have tried this using the nuts themselves. The problem is this rolls over the threads in both the nut and the stud. We have developed a tool that solves this problem. It is threaded for the stud, but is only 3/8" deep. This bottoms out on the stud, allowing you to have direct driving force on the stud, not the threads!

PMITNZ250 - TOUGHNUTZ™ Hub Tool

1/2" Threads
3/8" Deep
Studs Bottom Out!



Replaceable Brass
Cap For Extended
Product Life

Extended Barrel
Provides Additional
Clearance Needed

Handle Completely Knurled To
Allow You To Tighten Onto Stud

Built-In Hand
Protection/Additional
Driving Force



TOUGHNUTZ™
"A Simple Solution to a Major Problem"

Part #	Description
PMITNZ250	TOUGHNUTZ™ Super Duty Hub Tool
PMITNZ256	Brass Cap Replacement