Pulling Fan Belt Pulley Bearings

Agenda…..

- Determine that your Honda 600 fan pulley is making noise or has stopped rotating
- Removing the fan pulleys
- Setting up your bearing puller
- Getting replacement bearings

Which pulley is squeaking

- #5 in the picture is the Idle Pulley assembly
- The fan doesn't need to be removed to take off the pulleys
- The Fan belt does need to be removed
- To do this loosen the lower pulley bolt and slide it toward the fan then remove the belt.

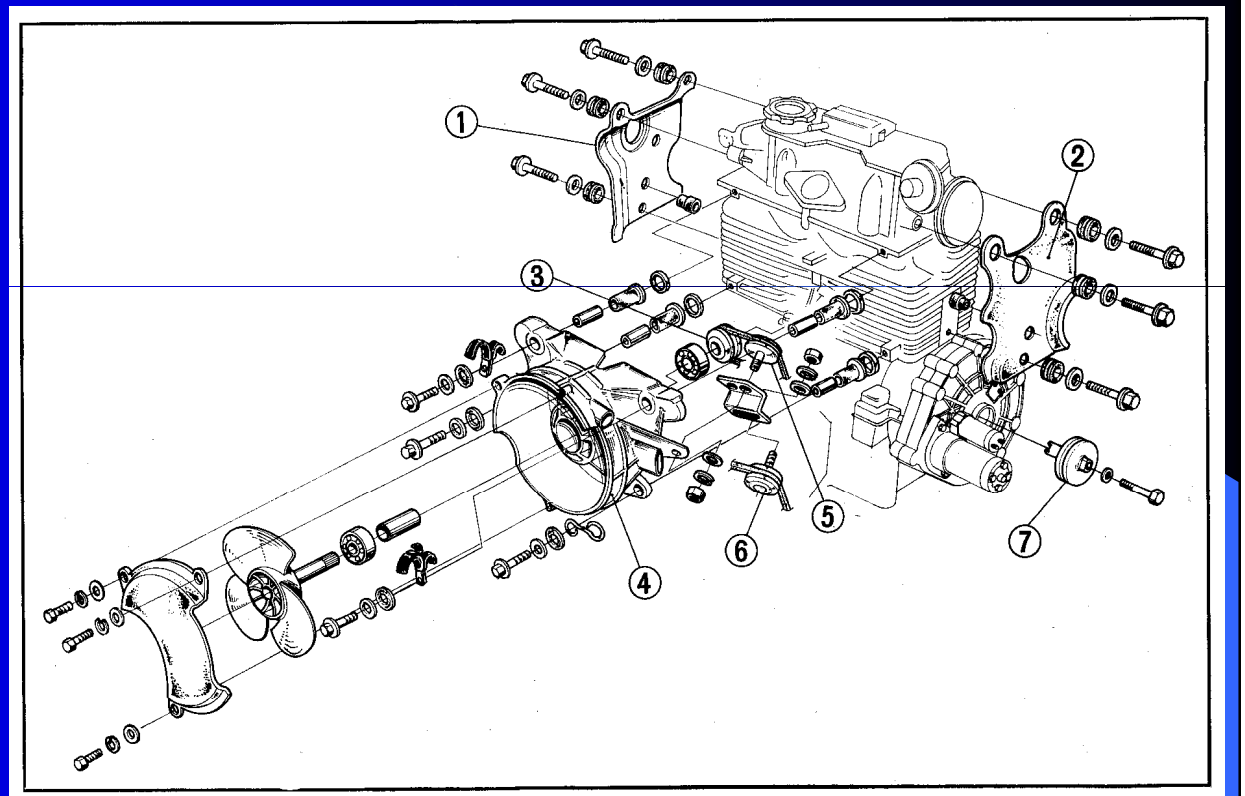


Fig. 4–33 ① Engine Shroud Assembly, L ② Engine Shroud Assembly, R ③ Cooling Fan Pulley ④ Cooling Fan Housing ⑤ Idle Pulley Assembly ⑥ Belt tension Pulley Assembly ⑦ Fan Belt Drive Pulley

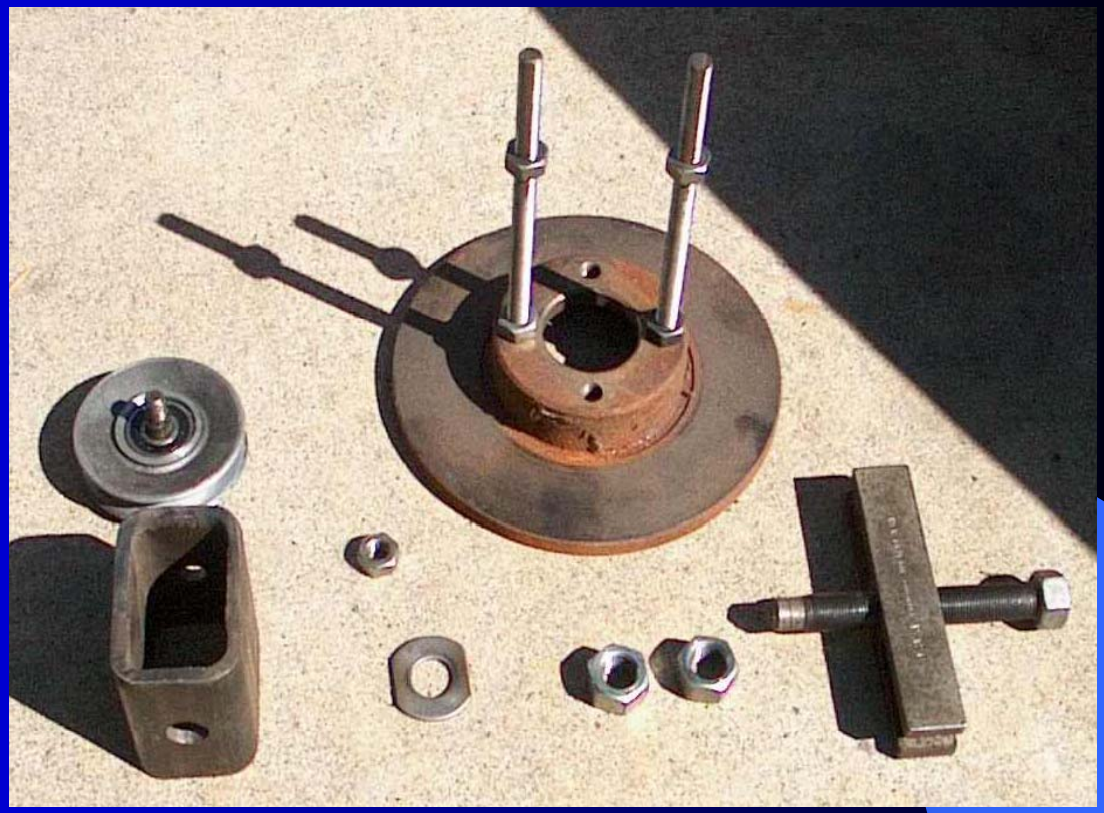
From page 74 of the Honda 600 Coupe Shop manual

Which pulley is squeaking

- After the pulley assembly is removed, spin the pulley with your fingers to see if there is some wobbling, dragging or it seems to skip during its rotation
- If it’s unidentifiable then change both. As they both will sooner or later have to be replaced.

Setting up your bearing puller

- Gather your parts – Any piece of metal with a hole in it the size of a bearing will do but an old brake disc will do very well. Some all thread with the same threads as the bolt holes for the two posts, A bar puller at least 6” wide which will fit over the all thread posts or rods.
- The posts will have to have 4 nuts and washers. The center bolt for the puller will need two nuts that will thread onto it and a 3 inch section of square tubing with a hole drilled into each end (as shown).

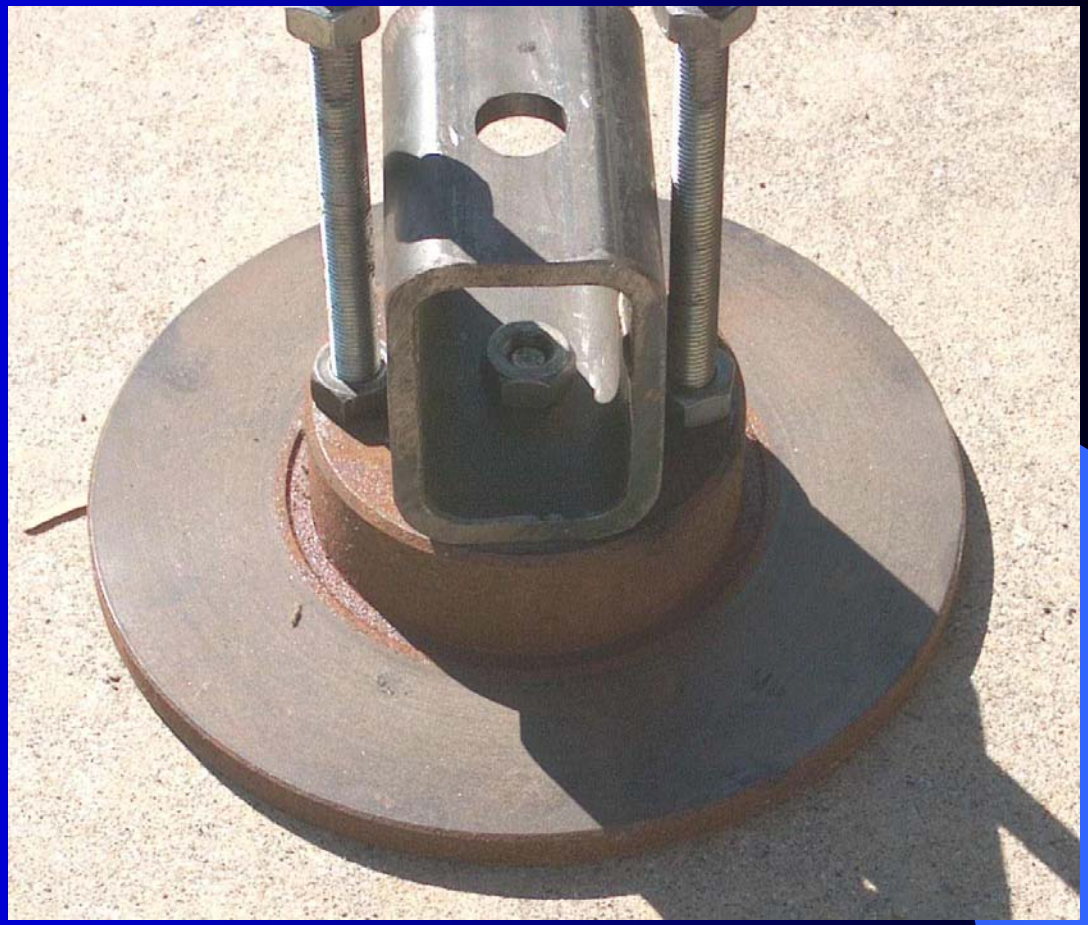


Putting the puller together

- Note that the pulley fits nicely in the center of the brake disc. This really helps in keeping the bearing centered while pulling it.

Putting the puller together

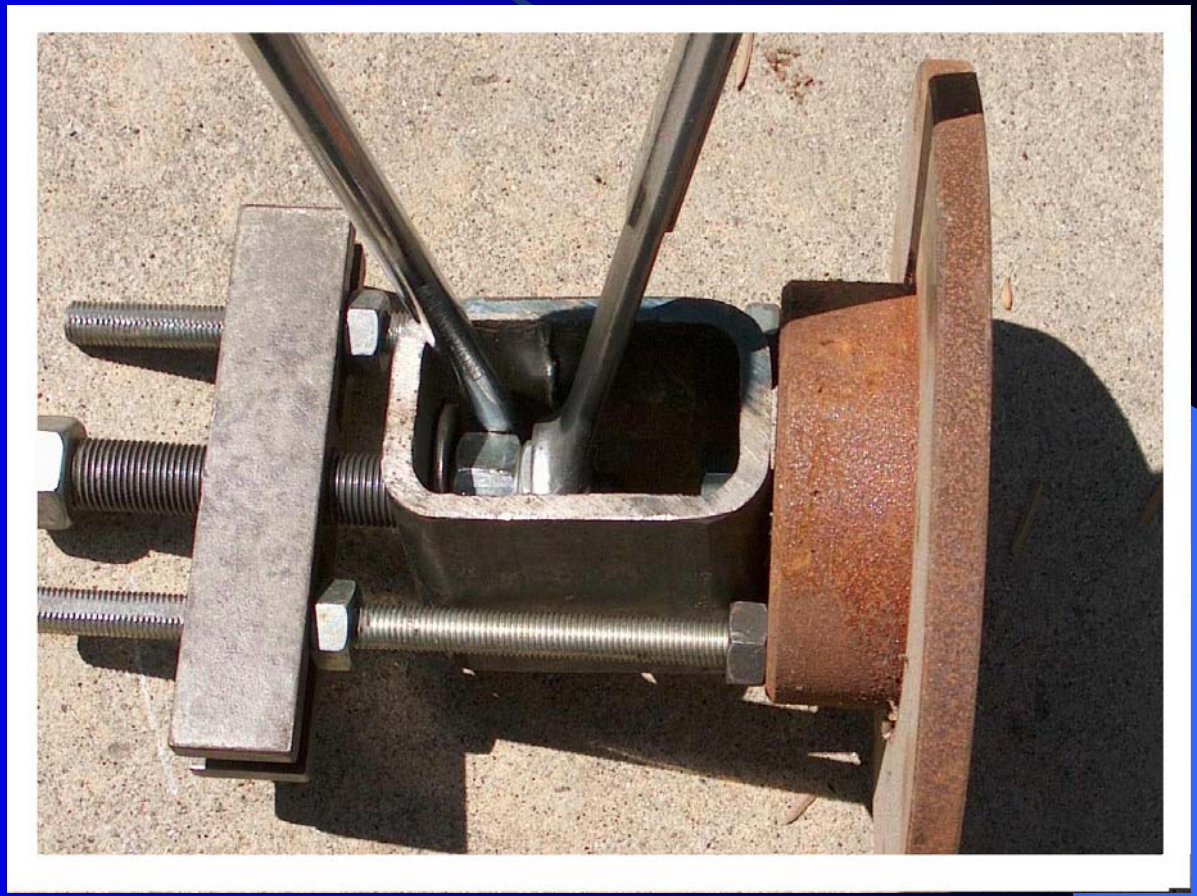
- Note that the square tubing fits nicely between the two lengths of all-thread.
- Using the bolt from the center of the pulley tighten the nut only finger tight.
- The all-thread bars have the same threads as are used on the disc. This helped when setting up the puller. Then use two nuts (same as the ones for the Honda 600 engine head studs) to keep the bars from moving.
- Next, thread two nuts down the bars sot he pulley can be placed over other end of the square tubing section.



Putting the puller together

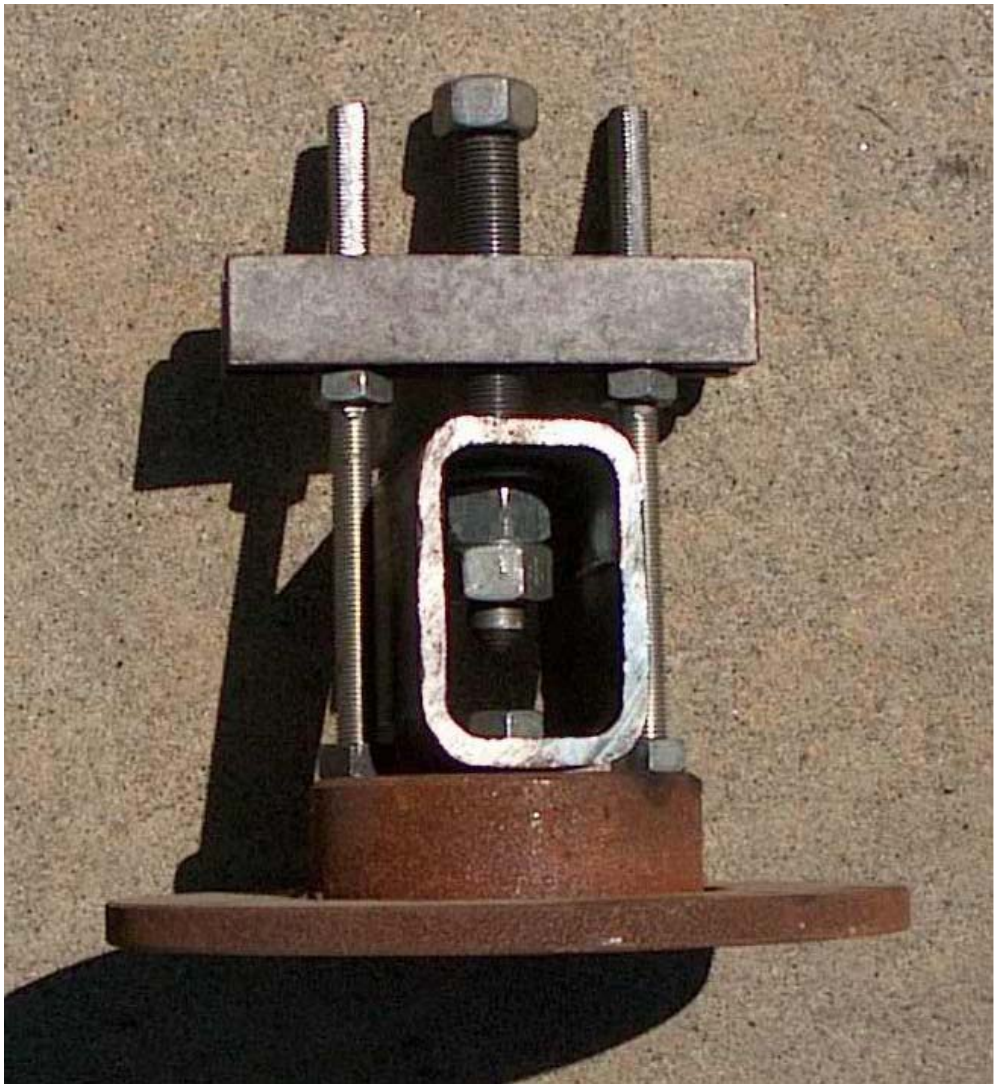
- Slide the bar puller over the top and onto the two all-thread bars (The puller I used had less space for the rod so it had to be ground flat on two sides. This did not keep the nuts from moving up or down.

- Then two nuts were tightened (locked) against each other as shown with the odd looking washer between the top nut and the square tubing.



Putting the puller together

- The finished set up should look like this.
- All you need to do is back the center bolt on the puller so it pulls out the bearing.



Removing the Bearing

- Once the bearing is removed from the pulley remove it from the pulley's center bolt and put on a new one.
- Using a deep socket the same size as the outer edge of the bearing tap it back in place.
- Then put everything back on and tighten the belt so there is about an inch and a quarter space between the belt (as shown on the engine compartment instructions) and the pulley bearing replacement is complete.