

## REMOVING BEARINGS AND CRANKSHAFT

### Pump End Bearing

To remove the pump end bearing refer to Fig. 39 and proceed as follows:

1. "Match-mark" the bearing head and compressor housing.
2. Remove the oil pump.
3. Remove the hex flange screws which hold the bearing head to the housing and remove the bearing head.
4. The YORK Bearing Removal Tool (Part Number 364-37260) is required to remove the bearing from the bearing head (See Fig. 42).
5. Using the bearing removal tool as shown in Fig. 40, Detail A, pull the old bearing from the bearing head. Note that the backup plate and the split plates must be installed from the inboard end of the bearing.
6. Apply clean oil to the outside surface of the new bearing and to the inside portions of the bearing head into which the bearing is to be pressed.
7. Using the bearing removal tool as shown in Fig. 40, Detail B, pull the bearing into the bearing head, taking care that the bearing enters the bearing head squarely. The "seam" in the bearing should be at 3 or 9 o'clock. Continue to pull the bearing into the bearing head until the bearing is 0.155" (5/32") below the inboard end surface on the bearing head. Bearing ID after insertion should be: 3.0030 - 3.0045.
8. Inspect both ends of the bearing for and, if present, remove any burrs or metal shavings that result from the insertion.
9. Reinstall the bearing head using a new gasket. Be sure the gasket and bearing head are properly aligned with the oil passages. Tighten the hex flange screws to the proper torque. (See Table 1).

### Motor End Bearing

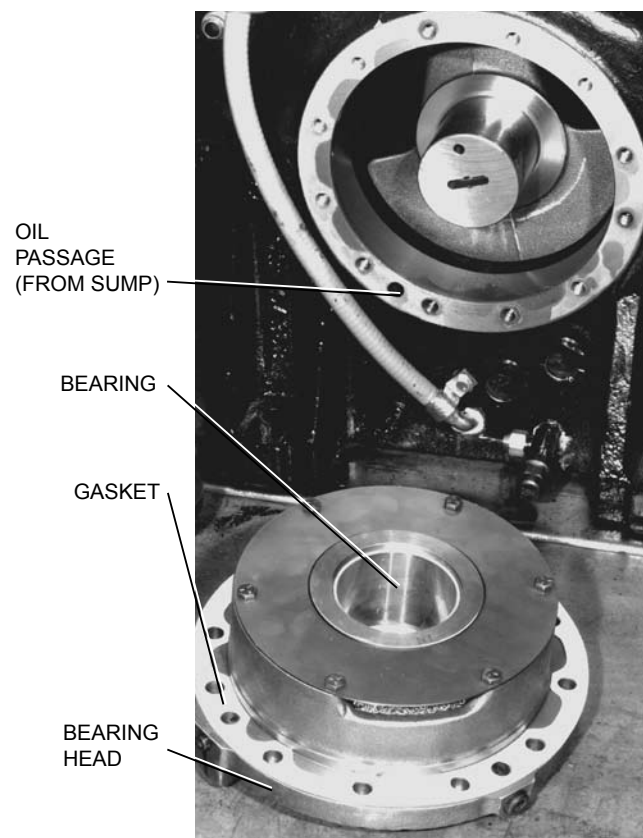
**WARNING**

*Be sure electrical power to unit has been disconnected.*

To remove the motor end bearings, refer to Fig. 41 and proceed as follows:

1. Drain the oil from the compressor and remove the crankcase hand hole cover plates, the motor cover, and the rotor, following procedures described in the applicable sections of this manual.

2. Using suitable timber, support the crankshaft inside the crankcase.
3. Remove the cap screws that hold the bearing head assembly to the compressor housing.
4. Screw the rotor mandrel (YORK Part No. 364-37273) into the end of the crankshaft and pull the bearing head onto it. Use of the mandrel aids in preventing damage to the stator windings.
5. The motor end thrust collar may come out with the bearing head. If it does not, pull it off the crankshaft. Examine the thrust collar and replace if necessary. A roll pin in the bearing head prevents the thrust collar from turning with the crankshaft.



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**FIG. 39 – REMOVING PUMP END BEARING**