can distort the wheel-mounting flange and, if followed by rapid cooling, can crack the previously discussed radial stiffening webs.

A simple but effective puller for bolt-on rear hubs can be made from a piece of flame-cut, mild steel plate (say 6in square by ½in thick, drilled with four equi-spaced ½in diameter holes on a 4in PCD) used in conjunction with 7/16in diameter by 3in long setscrews or bolts, once the wheel studs have been temporarily removed.

The best way to remove a knock-on hub is by applying the necessary axial force, radially through its integral spinner threads.

There are several ways this can be achieved, one being by using an internally threaded thick-wall tube, fitted at one end with a centrally drilled and tapped closing plate through which passes a substantial (say minimum 3/8in diameter) set or cap screw. In this instance, load is transmitted by the screw directly on to the shaft end, through the extractor, which, of course, is attached to the hub. A variation on this theme is to drill and tap an old wheel spinner, the centre of which has first been suitably reinforced to give strength and sufficient thread depth.

As a further alternative, it is possible to exert load on the shaft end (always protected by its loosened, but not removed Nyloc nut) with