

AMERICAN

INTERNATIONAL MANUFACTURING CORPORATION

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WRIST PIN INSPECTION, REMOVAL & INSTALLATION

A. INSPECTION

1. CHECK FIT BETWEEN PIN & CRANK. IF A .002" FEELER GAGE CAN BE INSERTED BETWEEN CRANK & PIN, THEN THE CRANK HOLE MUST BE SLEEVED & A NEW WRIST PIN USED.
2. CLEAN THREADS ON PIN & NUT. IF THREADS ARE DAMAGED, THEN NEW PARTS MUST BE USED.
3. CHECK TAPERED SURFACE OF CRANK HOLE & WRIST PIN. IF MORE THAN 10% OF TAPERED SURFACES ARE FRETTED, THEN CRANK HOLE MUST BE SLEEVED & A NEW WRIST PIN USED.

B. REMOVAL

1. CLAMP OFF WELL
2. CHAIN POLISHED ROD HANGER (CARRIER BAR) TO WELL HEAD
3. CHAIN EQUALIZER TO FRAME
4. BLOCK CRANKS TO PREVENT ROTATION
5. REMOVE COTTER PIN, LOOSEN NUT WITH WRENCH & REMOVE NUT
6. USE A SLEDGE HAMMER & A DRIVE NUT TO LOOSEN PIN. **CAUTION:** TIGHTEN DRIVE NUT BEFORE EACH BLOW TO PREVENT DAMAGE TO THREADS
7. PERFORM INSPECTION AS PER A., 2. & 3. ABOVE

C. INSTALLATION

1. BE SURE WRIST PIN & CRANK HOLE ARE COMPLETELY CLEAN & DRY
2. INSERT WRIST PIN IN CRANK HOLE. **CAUTION:** DO NOT USE ANY LUBRICANT ON TAPERED SURFACES. DO NOT HAMMER ON BEARING HOUSING.
3. LUBRICATE WRIST PIN THREADS & FACE OF WRIST PIN NUT WITH TEXACO "THREADTEX" OR EQUAL.
4. SPIN NUT ON BY HAND & TIGHTEN WITH WRENCH & SLEDGE HAMMER
5. CHECK TIGHTNESS OF WRIST PIN NUT WITH ATF-5086 NUT TIGHTENING ASSEMBLY & INSERT COTTER PIN (SEE ATF-5086 NUT TIGHTENING ASSEMBLY MANUAL)
6. INSPECT AS PER A., 1. ABOVE