Yukon Gear & Axle

Differential Cross Pin Shaft Lock Bolt Extraction Kit

For most differentials with 5/16”-18 cross pin bolt.

Compatible With

GM	7.2” IFS, 7.5”, 7.625”, 8.0”, 8.25”IFS, 8.5”, 8.6”,
FORD	7.5”, 8.8” , 9.75”, 10.25”
CHRYSLER	8.25” Rear, 9.25” Rear, 9.25” ZF
Dana D60 one piece case with bolt (not for roll pin)	
Aftermarket Dura Grip Posi: GM 8.2”, GM 8.2” BOP, GM 12P, GM 12T, CHY 9.25 Rear, Ford 7.5”	

Read Thoroughly before starting

Note: Before starting the extraction procedure, use clean rags to cover all areas in differential around where the drilling will be performed. This is required to prevent metal fillings from remaining within the differential and causing possible damage or premature wear from contamination.

Special note: Any cutting tool may break or shatter. Safety regulations require the use of safety goggles and other appropriate protection during the entire extraction procedure.

This Differential Pinion Shaft Lock Bolt Extraction Kit includes the following components:

(1) Drill Bit

(1) Tapered Extractor

(1) Spiral Extractor

(2) Drill Guide Bolts
5/16”-18

1) After the bolt head or any removable portion of the broken bolt has been removed, determine which drill-guide bolt should be used. The drill-guide bolt length depends on where the break occurs. If quite a few threads are left clear, then the long drill-guide bolt should be used. If only a few threads are left clear, the short drill-guide bolt should be used. In most cases the long drill-guide bolt will be used.

2) When the proper drill-guide bolt has been selected, thread it into the lock bolt hole by hand until it bottoms against remaining portion of broken lock bolt. Any damage to the case threads should be cleaned up with a suitable tap or thread chaser before proceeding.
Note: Tighten finger tight only, over tightening can distort the threads making removal more difficult.

3) Next, secure the drill bit into a hand drill of 3/8” capacity or less (Larger drills will increase the chance of breaking the drill bit and should not be used). Rotate carrier assembly to obtain the straightest drill angle possible into the guide bolt. Using the hole in the drill-guide bolt, drill approximate 1/4” deep hole into the remaining broken portion of the lock bolt. Remove drill bit several times during drilling procedure to remove metal shavings.

Important: Do not use excessive force while drilling.

4) After drilling is completed, remove drill-guide bolt and insert one of the two extractors into the hole previously drilled. In most cases, the tapered square extractor often allows removal of the remaining broken portion by hand. If the broken portion is tight and unable to be removed by hand, the extractor may require a few light taps to seat it into the drill hole. Now with a small wrench or other suitable tool, turning the extractor counter clockwise should allow removal of the remaining broken portion of the lock bolt with little effort.

Different circumstances will exist with different breaks of locking bolt. This kit is designed to give an excellent chance of removing the remaining broken portion of this lock bolt. Circumstances of the breakage and the skill of the user will determine if the remaining broken portion can be removed in this manner.