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Rev N/C
9-18

No.5830-IS
A Division of Thiessen Products, Inc.

INSTRUCTION SHEET FOR TOOL #5830

MILWAUKEE EIGHT MAIN SEAL REMOVER
Fits 2017-Present Milwaukee 8 Engines

CAUTION: Wear safety glasses. Excessive force may damage the parts!

1. Align one wrist of puller arm with the crank shaft, insert puller arm knuckle into seal and rotate arm toward crank
   shaft. The knuckle of puller arm should engage rear of seal. End of puller
   arm should contact bearing spacer. The knuckle of puller arm is the smaller
   end flange. Fig. 1 & Fig. 2

2. Repeat process with other arm, maintaining 180 degree alignment. Fig. 3

3. Place Shaft Plug # 995-3 onto the end of the crank shaft, inserting the
   smaller diameter fully. Fig. 4

4. Slide spacer # 5830-2 onto crank shaft, align the flats with the puller arms.
   Fully seat the spacer into seal. Fig. 5

5. Slide key plate # 5830-3 over ends of arms, aligning arms into milled slots
   in keyway. Fig. 6

6. Screw 5/8-11 nut # 2000 onto the end of the Puller # 1024, with the Puller
   # 1024 stopping approximately ¾ of the way through the nut. Place a few
   drops of oil or grease onto the face of the Puller # 1024. Fig. 7

7. Slide the Nut # 2000 between the Puller Arms # 5830-1, aligning flats of
   nut with inner flats on arms. Fig. 8

8. Key plate # 5830-3 will not slide over spacer # 5830-2. The key plate may be slid towards the nut # 2000 to ver-
   ify the alignment of the puller # 1024 and the shaft plug # 995-3. The key plate should be slid back into contact
   with the spacer to ensure that the arms are fully supported on the nut # 2000 when the seal is being removed.

9. Rotate Screw # 1024 by hand slowly until the center point is centered on the Shaft Plug # 995-3. Hand tighten
   until the puller presses the spacer against the crank shaft.

10. Using a 3/4” wrench or socket, turn the puller clockwise. DO NOT USE IMPACT TOOLS or tool damage will
    occur.

NOTE: PLEASE READ ALL INSTRUCTIONS COMPLETELY BEFORE PERFORMING ANY WORK!
IF YOU DO NOT KNOW WHAT YOU ARE DOING, DO NOT DO IT!

No information in this instruction sheet pertaining to motorcycle repair is represented as foolproof or even altogether safe.
Even something safe, done incorrectly or incompletely can and will backfire. You and only you are responsible for the safety
of your repair work and for you understanding the application and use of repair equipment, components, methods
and concepts.

Each and every step this tool is designed to do must be carefully and systematically performed safely by you. All information
listed in this instruction sheet has been tested, re-tested and used daily in JIMS® Research and Development Department.

ALWAYS WEAR SAFETY GLASSES OR OTHER FACE AND EYE PROTECTION SUCH AS FULL
FACE SHIELD. JIMS® IS NOT RESPONSIBLE FOR DAMAGE, INJURY, OR YOUR WORK. JIMS®
IS NOT RESPONSIBLE FOR THE QUALITY AND SAFETY OF YOUR WORK.

Performance Parts For Harley-Davidson Motorcycles

555 Dawson Drive, Camarillo, CA 93012  Phone 805-482-6913 • Fax 805-482-7422
11. Turn puller until seal is removed.

12. Disassemble puller, wipe down, store appropriately.

### Parts Available Separately

<table>
<thead>
<tr>
<th>No.</th>
<th>Qty.</th>
<th>Description</th>
<th>Part No.</th>
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<td>1</td>
<td>SPACER, MAIN SEAL PULLER, M8</td>
<td>5830-2</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>PULLER ARM</td>
<td>5830-1</td>
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<tr>
<td>3</td>
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<td>KEY PLATE</td>
<td>5830-3</td>
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<td>4</td>
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<td>SHAFT PLUG</td>
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<td>5/8-18 NUT GRADE 5</td>
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<td>SCREW</td>
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