

Moto Guzzi Brevia 1100 2007

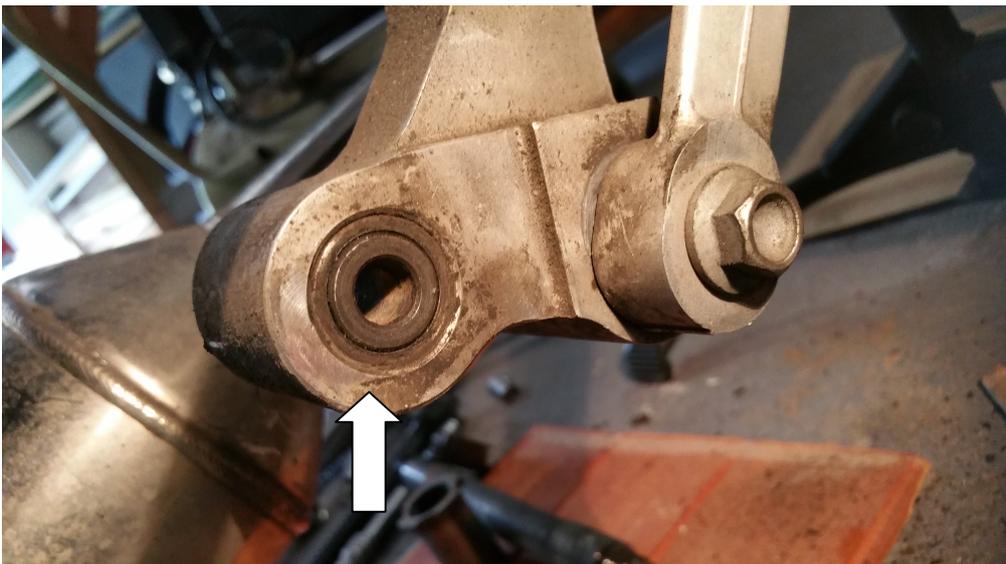
Swinging arm/drive shaft removal

Remove the rear wheel, remove the bolt that attaches the swinging arm to the suspension. This is all straightforward.

I bought a tool from eBay to remove the castle nut that holds the pivot in place. It was cheap soft steel but did the job.



Unscrew the pivot using a 14mm hex. Support the swinging arm and work out the pivot. Mine was rusted and pitted.



If you push this out the uncaged rollers will drop out

According to some sources a sharp tap using a copper drift will knock out the drive shaft. I ended up belting the crap out of it with a lump hammer, and still it wouldn't move.



First I tried a piece oak



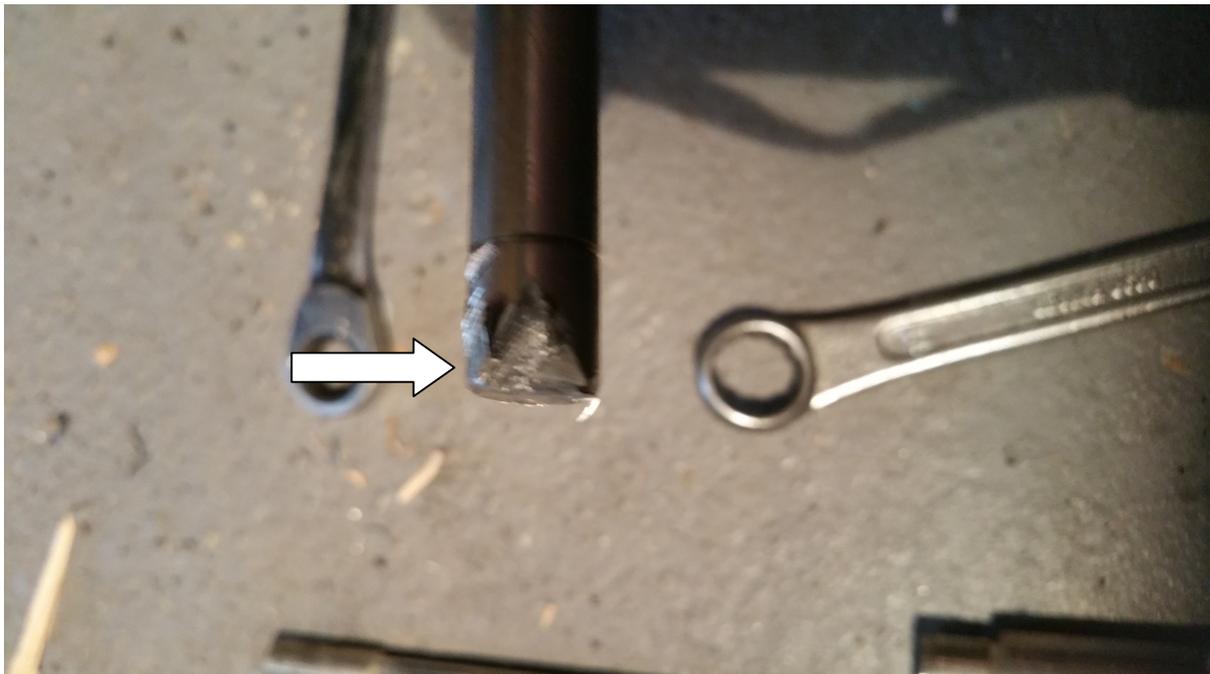
And then the tool steel bar wrench from my socket set



Then I wrapped a piece of cloth around here, clamped some mole grips around and hammered the living daylight out of the moles - nothing



At this rate I was going to bugger up something serious. Finally I tried a 12mm diameter steel bar with a 3mm bevel ground into one end.



I hammered this into the UJ like a wedge, levering the end of the output shaft against the UJ, and finally the bastard was out. I guess the spring clip was rusted in, as there was some movement, it just wouldn't let go.

Rusty, but not too bad.



Nucking fora, look at the state of these swinging arm bearings



These bearings are £13 each + VAT and shipping <https://www.123bearing.co.uk/bearing-33005-JRLFT-KOYO.php>. It's French, but a big saving.

Same bearings cost £40 from most UK suppliers