The Most Common Diesel Liner Pullers

The newest liner puller to hit the market is the liner pack puller, M30150. This liner puller is designed to pull the liner and piston/con rod as a unit. This puller consists of an expandable sleeve usually equipped with heavy duty o-rings to grab the inside of the cylinder liner. This liner puller was developed because the new con rods can not pass through the liner and have to be removed from the bottom.

The most popular of all liner pullers is the Universal Liner Puller M50010-A. This liner puller has spring loaded adjustable legs. You simply drop the liner puller in the top of most wet liners and it springs out and grabs the bottom of the liner. Support legs press against the top of the block when the puller screw lifts the liner.

The Button liner puller is almost a thing of the past – M30020. These were primary used on the 71 & 92 Detroit diesels. They spring out and provide a stop for the piston. You then rotate the engine and the piston pushes the liner out.

The oldest liner puller on the market is the puller plate liner puller, M20105. These come in both manual and hydraulic. They work by dropping a plate down to the bottom of the liner mounted on a swivel. At the bottom of the liner the plate swivels and grabs the liner. Force is applied to the screw/rod and the liner is pulled upwards. This is the safest method of removing a dry liner.

As with everything, there are shade tree methods. I have seen
a jack and a 4X4 placed at the bottom of the liner. The entire truck is jacked up and the liner is heated or a weld is run up the liner until it pops out and the truck crashes to the ground. Usually most homemade liner pullers take the form of one of the above.