

REAR AXLE BEARINGS

53 to 55 used bearings 111119 which are the same as 38 to 54 car.

56 used bearing 900700 which are the same as 55 to 56 car.

57 used bearing 907071 which are the same as 57 to 58 passenger early or 58 to 64 taxi.

58 to 62 used bearing 7451415 having a posi rear which are the same as 63 to 64 police car. 58 to 62 used bearing 907294 having NO posi rear which are the same as late 58 to 64 passenger car.

Some of these bearing numbers are no longer good at GM but any bearing company WILL have them using these numbers. Many owners believe that all rear axles from 56 to 62 use the same bearing. As you see that's not true. 56 and 57 units must use the right bearing, or the axle will not go in properly to seal oil fluid.

—Roy



Fig. 6—Installing Bearing Cup

BRAKE DRUM—REPLACEMENT

The brake drum is held to the hub by three rivets which must be removed to replace the brake drum.

1. Cut heads from three rivets which retain drum to hub. Drilling through upset end of rivet will permit cutting them without distorting holes. A sharp cold chisel should be used in this operation and care exercised to avoid distorting rivet holes. Drive rivets from drum and hub using punch and remove drum from hub bolts.
2. Remove brake drum gasket from hub and clean gasket surface on hub thoroughly.
3. Install new brake drum gasket and brake drum over hub bolts and insert three new rivets through rivet holes in hub, gasket and drum.
4. Support heads of rivets and peen ends securely.

REPRODUCTION FI SPIDER ASSEMBLIES AND NOZZLES

While I was in Bloomington I met Bill Krynen of Canada who reproduces the spider and nozzles for our FI's. He supplies dealers with his products and loaned me the parts to show at the West Convention. I found them to be right on. The small nuts at each end of each fuel line was exact on the early FI unit. (You use your center part).

Later FI's are a complete spider assembly that is also right on, he also makes the 3/16 fuel line and the bypass line correctly. What I found to be needed by 57 to 58 owners was that he also makes the FI drive cable nuts, thin and thick. Thick is 5/8, thin is 1/2. But I also informed him that there was a thinner one of 5/16 that was used on very early units vett and car! (He mentioned he would check it out). Both cap nuts are also made by him for the distributor, early and late. Now comes the neat part, he makes the nozzles complete with screen and disk, he mentioned he used to sell a nozzle assembly one at a time but due to the fact that some units bought at a swap meet are a mix and match he no longer does it. If you want a complete set of 8 with screen and disk, he will calibrate them for you. As I find or see reproduction parts that are correct, by the person that makes them I'll always let our members know of it and if you know of someone that makes a part for our vetts, let me or him know of us.

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FRONT WHEEL BEARINGS

Bearing assembly front wheel inner is 909052 for 53 to 62 vett, same bearing is used in 38 to 54 car.

Bearing assembly, front wheel outer is 909067 for 53 to 62 vett, same bearing is used in 38 to 60 car.

Front wheel hub assembly is 3775686 for 53 to 62 vett, same hub is used in 51 to 54 car. These hubs were factory riveted to the drum, only if the drum was replaced on a brake job will the two pieces not be. In cases where the hub is not riveted is where you have a case of wheel balance problems. The reason is that the original riveted unit was balanced at the factory, which in turn prolonged bearing life. But if the drum was replaced (cheaper you know) and not the complete assembly, you can get a out of balance or untrue alignment and though you balance the wheel right you may still have a vibration at high speeds. Finding a riveted assembly today will be a challenge. Taper bearings by Rick Lang, Vol 1 No. 2 from Allied Bearing, L.A. Cal 909001, outer 909052 inner will work in 46-54 car, 46-59 truck, 53-62 vett. I use them and they remove road wandering, they're great.

—Roy