

BANJOS-AXLES AND BEARINGS

(A) C1500 assy. 1953-1955 GM #111119 (roller type).

(B) ND-RW507BSY-1BC assy. (ball type) Corvette 1956 and car 1955-1956, GM #3729375* Install with removable seals in the inboard position.

(C) Hy-JRN1542WB-15 assy. (roller type). Corvette 1956 and car 1955-1956, GM #7450792.

(D) (stamped 904262) assy. (ball type) Corvette 1957 and Car 1957 GM #904278* Install with removable seals in the outboard position.

(E) JRN1542WAB27 assy. (roller type). Corvette 1957-1962 and car 1958-1964 GM #7451415 (w/P/Trac BANJO and AXLE).

(F) RW607B assy. (ball type) Corvette 1958-1962 and car 1958-1964 GM #907294 (w/o-P/Trac BANJO and AXLE).

and are the same as early chev. 1948 to 1954, axles too, the problem was that the axle was the inner race surface, and if the bearing went, so did the axle.

1956 (B) was a BANJO all to its own, #3714966 and axles #L3714781 = 28 13/16. #R3714782 = 30 5/16 long, and posi. was not offered

1957 Banjo early was #3739688 (without P/Trac)

1958 Banjo was #3752100 (without P/Trac)

1959-1962 Banjo was #3773007 (without P/Trac)

1957-1958 Banjo was #3744927 (with P/Trac)

1959 Banjo was #3764360 (with P/Trac)

1959 Banjo with H.D. Brake/Susp. (with P/Trac)

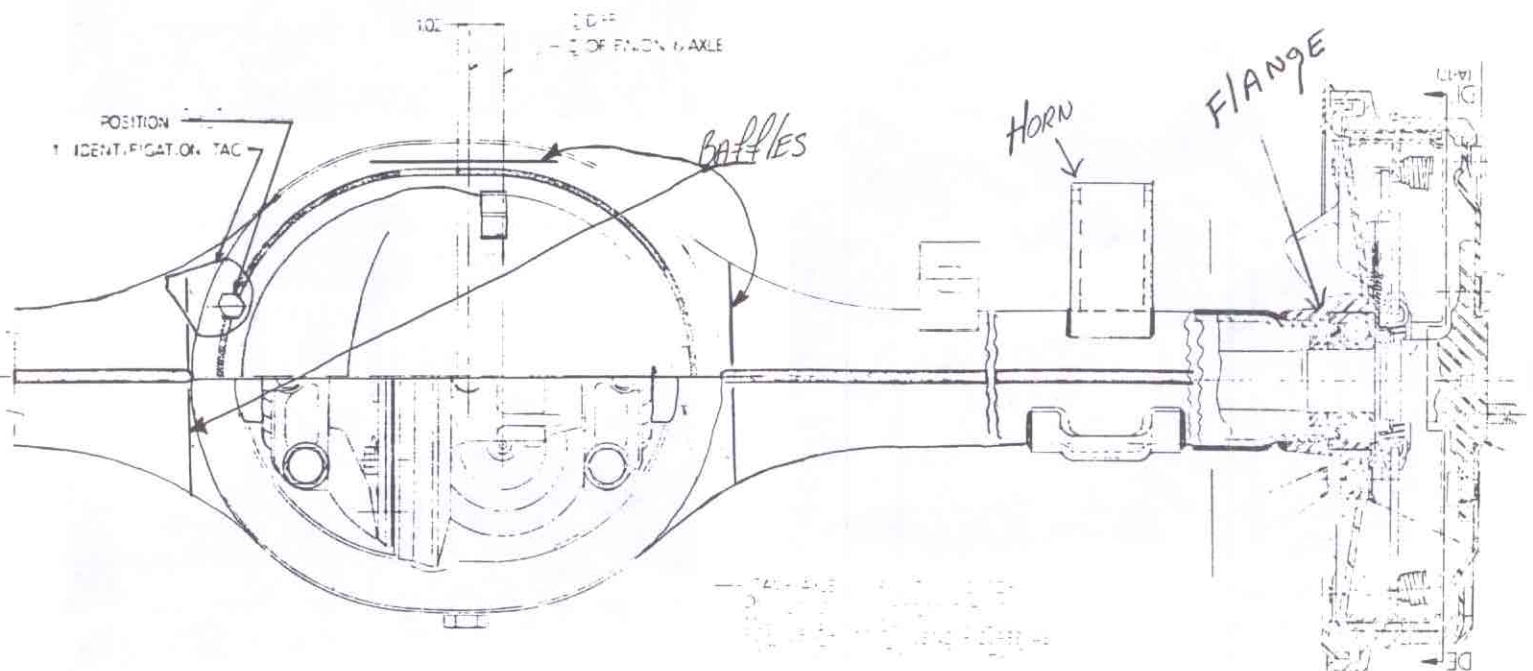
remember this was the first year for traction bars, which had to be a different Banjo.

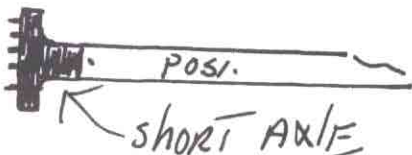
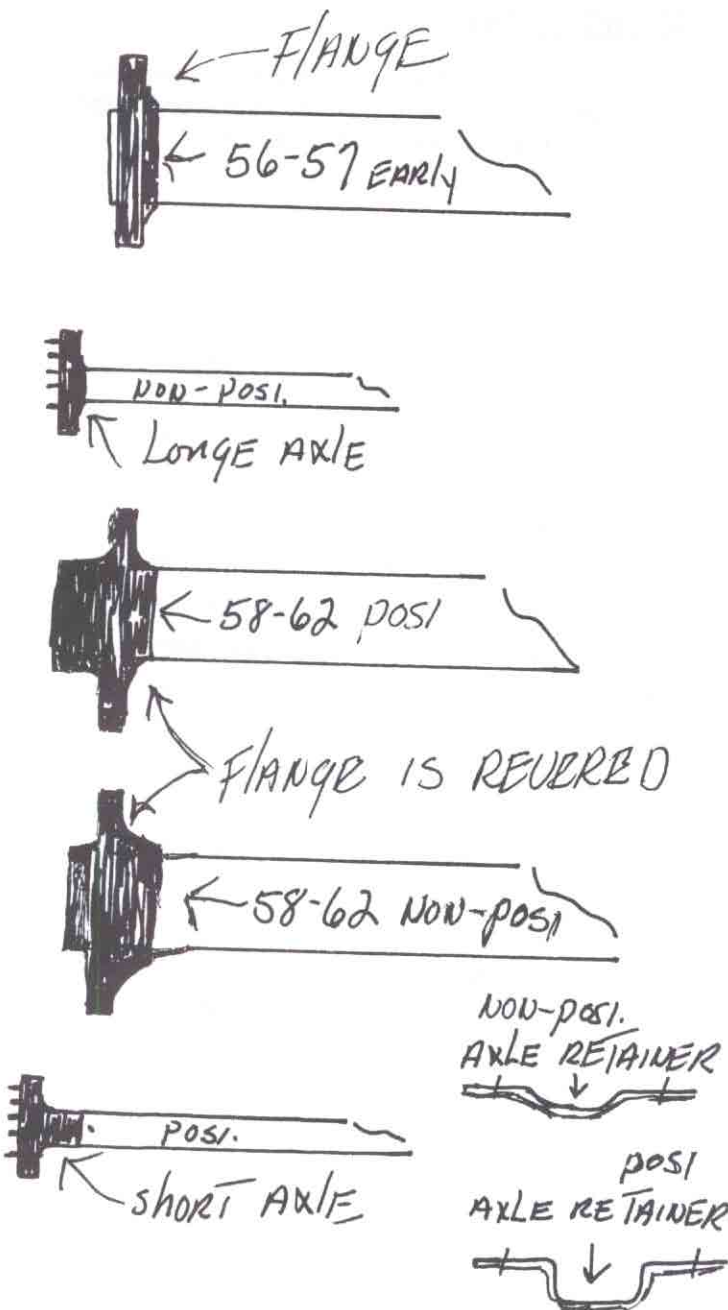
1960-1961 Banjo was #3773006 (with P/Trac)

1962 Banjo? I didn't have the part no. It uses no drain plug at all.

Now I hope that I did this correctly using the Hollander 1966 edition and a 1960 GM parts book you can see that there were all different numbers and for a reason, so let's look at it to see why the difference. 1953 to 1955 is easy, there was only one type Banjo and axles. 1956 was a new arrangement for the Banjo, or first design, then in 1957 posi. was offered, so came a second design, because of the pumpkin a posi. versus non-posi., two types of axles and Banjos were used up to 1962 now. Then came 1959 and traction bars were offered causing a third design. 1962 was the forth and last, this Banjo had no drain plug weather posi. or not, (making sense yet?). And again posi. versus non-posi. As you can see if your putting together a basket case Vette you need to know this . . . right?

So it seems that a posi. pumpkin uses shorter axles because of the way the unit is made. And different outside diameter and thickness bearings are used for each different Banjo. OK! once you determined which Banjo you need, how do you tell? First is easy, does it have horns or not, welded on for the traction bars? 1959 and later. Second, 1962 has no drain plug, posi or not. Third, if the pumpkin is out of the Banjo a posi. Banjo will have baffles at each side and top (see drawing). Forth, where the axle flange is welded to the Banjo section there are three designs, again see drawing. You may have to read this article two or three times to understand this mess, but I know that you will find your self looking at other peoples rear ends NOW. If you have a Vette that is driveable, your trouble will come when you need to buy a bearing, if you don't know which axle or Banjo is in your Vette.



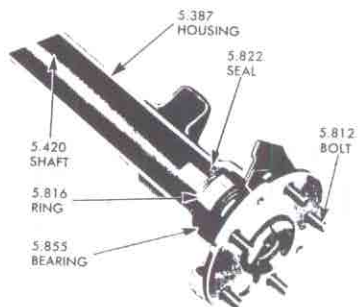


ONLY POSI.
HAS P-on CARRIER

1956 and 1957 bearing outside diameter is 2.85 and thickness is .885 in. also the axle retainer that holds the axle in is a near flat design. If 1957 bearing was a posi, the bearing came with a spacer which is .09.

1958-1962 bearing outside diameter is now 3 in. also, and thickness is 1.032 in. also, the axle retainer that holds the axle in is a flat design (see drawing). Today GM #907294 is a bearing you can buy that is a 3 in. x 1.032 in. and is called out to fit 1958-1962, its an assy. having two O-rings, these bearings are called out to be a non-posi bearing. NOTE: early prints indicate a spacer used on early Vettes using a posi-banjo with non-posi bearings. The thickness of a posi bearing is not known at this writing. I will add a update in later issue. The flange was a separate piece that was welded to the banjo, and here is where the bearing difference takes place. The deepness where the bearing sits in and diameter of that area is what you need to know to determine the right bearing size, and it will also determine the axle retainer that is needed. So before you build up or rebuild your rear end you must know this information first. READ THE NEXT ARTICLE ON FRONT WHEEL BEARINGS.

— Editor



51-53	2-SPD.			
53-55	CORVETTE	3702798	1	147.95
53-55	1/4 TON (1st Ser.) (exc. 1 TON D-D)	3702911	1	42.10
53-55	1 TON (D-D) (1st Ser.)	3700016	1	89.10
54	1/2 TON	3700017	1	89.10
54-55	2 TON (1st Ser.) (exc. 2-SPD.)	3702912	1	54.25
54-55	2-SPD. (1st Ser.)	3702913	1	145.15
55-56	PASS.	3702914	1	147.95
55	1/2 TON (1st Ser.)	3730168	1	54.25
55-59	1/2 TON (2nd Ser.) (exc. P Trac.)	3711023	1	54.25
60	Ser. 10 (4 WD)			
55-59	1/2 TON (2nd Ser.) (exc. D-D)	3751890	1	53.75
60	Ser. 20 (4 WD)			
55-59	D-D, 1 TON (2nd Ser.)	3774766	1	96.50
60	Ser. 20 (D-D)			
55-59	1 1/2 TON (2nd Ser.) (exc. 2-SPD.)	3752563	1	94.60
55	2 TON (1st Ser.) (exc. H.D., 2-SPD.)	3740012	1	122.00
55-59	2-SPD.	3718104	1	145.15
55	CORVETTE	3741072	1	147.95
57	PASS.	3714966	1	49.50
57	CORVETTE (exc. P Trac.)	3739443	1	54.25
57-58	CORVETTE w P Trac. (exc. P.G.)	3739688	1	54.25
58	PASS.	3744927	1	54.45
58	CORVETTE (exc. P Trac.)	3750932	1	53.75
58-59	1/2 TON w P Trac.	3752100	1	53.85
59	PASS.	2361001	1	79.50
59	CORVETTE w H.D. Brake Susp.	3765124	1	53.75
59	CORVETTE w P Trac. (exc. P.G.)	3758903	1	54.45
59-60	CORVETTE (exc. P Trac.)	3764360	1	54.45
60	Ser. 10 (exc. 4 WD)	3773007	1	54.95
60	Ser. 20 (exc. 4 WD, D-D)	3768179	1	54.75
60	Ser. 30	3768188	1	96.50
60	Ser. 40	3768155	1	96.50
60	BISCAYNE (TAXI)	3774079	1	125.00
60	PASS. (exc. TAXI)	3770229	1	57.50
60	CORVETTE w P Trac.	3772449	1	54.80
57-59	1/2 TON (exc. P Trac.)	3773006	1	54.95
60	Ser. 10			
57-59	1/2 TON (exc. P Trac.)	BOLT, hsg. to carrier short (7 1/2-24 x 1 1/2)	3735727	A.R. 10
60	Ser. 10			
58-59	PASS., CORVETTE	BOLT, hsg. to carrier long (7 1/2-24 x 1 1/2)	3735728	4 10
37-60	ALL CORVETTE	NUT ASSY., carrier attaching (1 1/2-24) (w/ sealing washer)	3750570	A.R. (4.317)
55-57	PASS.	VENTILATOR rear axle (drive type)	1171317	1 20
56-57	CORVETTE	WASHER, carrier bolt (3/8 LD x 1 1/8 O.D.)	1496254	10 (4.317)

*NOTE: On 1946-48 models reverse position of spring eye bolt spacer from inside to outside.
*NOTE: When installing on 1955-56 job it will be necessary to use rear spring anchor Plate 3737372 (pr. 7.818).

AXLE IDENTIFICATION TAG CHART

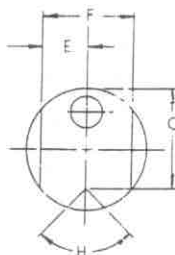
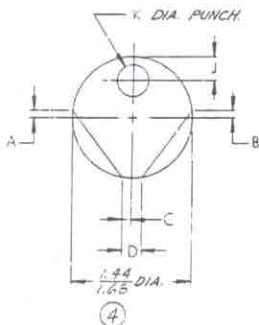
Noland supplied me with the prints from GM that cover rear axle identification, many parts are identified by using different color paint here and there, as seen by the chart. Remember 800 was

the model number. Also the TAG chart explains the cut outs many people wonder about, each had its own part number which is unusual.

Item No.	Part No.	Model, Etc.	Gear Comb.	Stamped	Identification Tag Assembled Under Carrier Attached NDT.	Paint on Frame End of Axle Shaft	Paint Circle Around Filler Plug	Miscellaneous	Differential Carrier Part No.	Paint on End of Pinion and O.D. of Ring Gear	Paint on Carrier
14	3775276	1000 LPO 1108	12:37	G & A - FC	%3756491	YELLOW CROSS (X)	—	—	3758046	YELLOW	SPOT OF YELLOW AT BUFFALO
15	3772190	800	10:37	G & A - AH	—	—	—	—	3758040	GREEN	—
16	3772191	800 RPO 313 AUTO	9:32	G & A - AE	%3741069	—	—	—	3758033	BLUE	SPOT OF BLUE AT BUFFALO
17	3772192	800 RPO 675 LIM. SLIP	10:37	G & A - AN	—	—	YELLOW	—	3743966	GREEN	YELLOW STRIPES
18	3772193	800 RPO 675 LIM. SLIP	9:37	G & A - AP	%3741070	—	YELLOW	HEAVY DUTY BRAKES	3748977	WHITE	YELLOW STRIPES
19	3772194	800 RPO 675 LIM. SLIP	9:41	G & A - AQ	%3741071	—	YELLOW	—	3743970	ORANGE	YELLOW STRIPES
20	3776929	800 RPO 687 LIM. SLIP	10:37	G & A - AS	—	—	YELLOW	HEAVY DUTY BRAKES	3743966	GREEN	YELLOW STRIPES
21	3776930	800 RPO 687 LIM. SLIP	9:37	G & A - AT	%3741070	—	YELLOW	HEAVY DUTY BRAKES	3748977	WHITE	YELLOW STRIPES
22	3776931	800 RPO 687	9:41	G & A - AU	%3741071	—	YELLOW	HEAVY DUTY BRAKES	3743970	ORANGE	YELLOW STRIPES
23	3772198	800 RPO 686	10:37	G & A - FJ	—	WHITE CROSS (X)	—	—	3758040	GREEN	—
24	3772199	800 RPO 686 LIMITED SLIP	10:37	G & A - FK	—	WHITE CROSS (X)	YELLOW	—	3743966	GREEN	YELLOW STRIPES
25	3772200	800 RPO 686 LIMITED SLIP	9:37	G & A - FL	%3741070	WHITE CROSS (X)	YELLOW	—	3748977	WHITE	YELLOW STRIPES
26	3772201	800 RPO 686 LIMITED SLIP	9:41	G & A - FM	%3741071	WHITE CROSS (X)	YELLOW	—	3743970	ORANGE	YELLOW STRIPES



ITEM NO.	PART NO.	A	B	C	D	E	F	G	H	J	K
1	3741069 N.D.	—	—	—	—	—	—	—	—	.29	.39
2	3741070 N.D.	.09	.09	.12	.24	—	—	—	—	.29	.39
3	3741071 N.D.	—	—	—	—	.56	1.12	—	—	.29	.39
4	3756491 N.D.	.09	—	.12	—	—	—	—	—	.29	.39
5	3764936 N.D.	—	—	—	—	—	—	1.20	90°	.29	.39
6	3820028 N.D.	.09	—	.12	—	—	—	—	—	.32	.45
7	3820029 N.D.	—	—	—	—	—	—	—	—	.32	.45
8	3820030 N.D.	—	—	—	—	—	—	1.20	90°	.32	.45
9	3820031 N.D.	.09	.09	.12	.24	—	—	—	—	.32	.45
10	3820032 N.D.	—	—	—	—	.56	1.12	—	—	.32	.45



DWG. DATE	12-8-58	SCALE	FULL	DR.	E. J. CHAPMAN
FIRST USED.				CK.	FEHLMAN
REFERENCE	E.C.R. 9904			APPR.	
MATERIAL SPEC.	SEE NOTES				
NAME	AXLE IDENTIFICATION TAG CHART				
PART NO.	3767632				

FRONT WHEEL BEARINGS

Write or call: ALLIED BEARING SALES, INC.
8962 Ellis Avenue • Los Angeles, CA 90034 USA
Phone: (213) 837-0752 • 800-421-3658 (not in Calif.)
FAX (213) 837-0755

I mentioned in back issues of *Straight Talk* about roller bearings for your Vette and some owners bought them and found out what I've been telling members for years. Now lately at our convention, people asked me about them again and told me that they no longer carry the inside bearing, they are right! TIMKIN was the manufacturer. And now this brings up another thing I want to talk about! For years I've advised people to buy parts that were available from GM and some did and some didn't. Now I want to word this so that people don't think I'm an SOB. If you think that these parts are going to be around for the next year or a 100 years, then OK wait, but as you know or don't know parts are being dropped monthly from GM and suppliers. If you need or think you need or maybe think you need in the future a part for a Vette, you think you may need or think it would be a good idea to have another part that you think will wear out, then today prices are cheap, because tomorrow will cost you more. If you took the time to understand that paragraph, maybe I'm getting through. I've wrote about carb kits, water pump kits, fuel pump kits, shocks, hoses, etc. How to locate parts from CARS. What I mean to say is . . . if you need something *Straight Talk* writes about, now, today is when you need to look for or buy that part. Believe me suppliers DO! Now back to front wheel bearings. If you have a Vette that wonders down the road, I mean moves left or right, or at high speeds wobbles a bit and at low speeds steers somewhat hard. STOP, BUY and remove the old BALL bearings and install ROLLER bearings. Let's just say a ball bearing will ride on maybe 25% of its area, a roller bearing rides on 75% of its area, and can be preloaded like a rear pinion bearing. You will notice a difference the first time out. The neat part about ALLIED BEARING, INC. is that they carry bearings that fit your year Vette and car without changing the HUB. Lately in the last couple of years you had to change over the HUB to get a roller bearing advantage because as I stated, roller bearings were discontinued. Now again is the time to perchance these bearings and two sets would be a good investment.

Outer 1953-1957: Order No. BO1R — \$18.40 each (9/16" thick)

Outer 1958-1962: Order No. B67R — \$18.10 each (1/2" thick)

Inner 1953-1962: Order B52R — \$29.80 each

I don't have the seal number, but call them, they also carry them.

REAR WHEEL BEARINGS

1956 ALL: Order No. RW-507-ER

1957 ALL: Order No. RW-307-R

(continued on next page)

5.855 BEARING, Rear Wheel Hub

36-53	UTILITY	assy, outer (inner race stamped Hy KB11786, outer race Hy 11786 Y)	144525	2	9.10
54-60	1 1/2 TON (exc. 2-SPD.)	assy, inner (inner race stamped Hy KD 12051, outer race Hy 12051 Z)	144527	2	11.95
37-53	UTILITY	assy, inner (Hy D11786) (Hy 11786 Y)	188930	2	(5.336)
54-60	1 1/2 TON (exc. 2-SPD.)	assy, outer (Hy B 11630) (Hy 11630 Z)	188932	2	9.42
46-60	1 1/2 TON				
54-59	1 1/2 TON w 2-SPD.	assy, inner (stamp'd Hy B 12235YK)	7450320	2	25.25
54-55	2 TON (1st Ser.)				
54-59	1 1/2 Ton w 2-SPD.	assy, outer (stamp'd Hy KA 11950Z)	7450323	2	13.73
54-55	2 TON (1st Ser.)				
55-56	PASS.				
96	CORVETTE	assy, ball bearing (ND-RWS0785Y-18C)	3729375*	2	7.83
55-56	PASS.				
96	CORVETTE	unit, roller bearing (Hy IRN1542WB-15)	7450792	2	9.90
57	PASS, CORVETTE	assy, (stamp'd 90426Z)	9042781	2	9.24
57-58	PASS, CORVETTE				
58-60	TAXI,				
59	CORVETTE,				
60	CORVETTE w P Trac.	unit (Hy IRN1542 WAB-23)	7451112	2	14.63
58-59	PASS (exc. TAXI)				
58-59	CORVETTE (exc. P Trac.)				
33-36	PASS, COMM. (exc. CC, DC, EC, FC),	w seal (ND-RW6075Y12)	3746787	2	8.43
37-39	COMM.				
40-59	1 1/2 TON (exc. P Trac.),				
60	Ser. 10				
33-36	CC, DC, EC, FC,	outer, w roller (Hy CR 1502)	111121	2	8.09
37-54	PASS.				
53-55	CORVETTE				
58-59	1 1/2 TON w P Trac.	outer, w/roller (Hy OR 1800)	111119	2	7.00
60	PASS (exc. TAXI)	(ND 88128 3/4 O.D. x 1 1/2 I.D.)	954848	2	8.25
60	CORVETTE (exc. P Trac.)				
			3771751	2	8.50

*NOTE: Install with removable seals in inboard position.
†NOTE: Install with removable seals in outboard position.

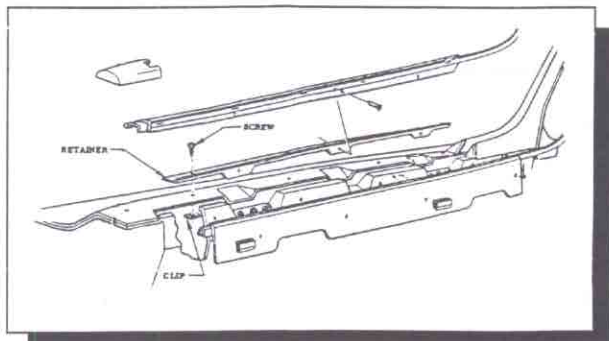
49-50	PASS.	left (28 1/2 O.L.—31 1/4 dia. pilot) (stamp'd 3687767)	3687767	1	17.00
49-50	PASS.	right (29 1/2 O.L.—31 1/4 dia. pilot) (stamp'd 3687768)	3687768	1	17.00
51-54	PASS.	left (28 1/2 O.L.—21 1/4 dia. pilot) (stamp'd 3694755)	3694755	1	17.00
51-54	PASS.	right (29 1/2 O.L.—21 1/4 dia. pilot) (stamp'd 3694756)	3694756	1	17.00
51-59	1 1/2 TON (exc. P Trac.)	left (17 splines—29 1/2 O.L.) (stamp'd 3694769)	3694769	1	18.45
60	Ser. 10				
51-59	1 1/2 TON (exc. P Trac.)	right (17 splines—30 1/2 O.L.) (stamp'd 3694770)	3694770	1	18.45
60	Ser. 10				
52-53	2 TON	left (27 splines—36 1/4 O.L.) (stamp'd 3702219)	3702219	1	21.10
52-53	2 TON (exc. 2-SPD.)	right (27 splines—41 O.L.) (stamp'd 3702220)	3702220	1	21.10
52-53	2-SPD.	right (27 splines—40 O.L.) (stamp'd 3702222)	3702222	1	21.10
54-55	1 1/2 TON w 2-SPD. (1st Ser.)	left (29 splines—36 1/4 O.L.) (stamp'd 3702295)	3702295	1	23.10
54-55	2 TON (1st Ser.)	right (29 splines—41 1/4 O.L.) (stamp'd 3702296)	3702296	1	23.10
54-55	2 TON (1st Ser.) (exc. 2-SPD.)	right (29 splines—40 O.L.) (stamp'd 3702298)	3702298	1	23.10
54-55	2-SPD. (1st Ser.)	left (17 splines—28 1/2 O.L.) (coat DEE-3714781)	3714781	1	17.00
58-56	PASS.	right (17 splines—30 1/2 O.L.) (coat AAC-3714782)	3714782	1	17.00
56	CORVETTE				
58-56	PASS.	(27 splines—37 1/4 O.L.) (stamp'd 3714735)	3714735	2	18.45
56	CORVETTE	(29 splines—39 1/4 O.L.) (stamp'd 90)	3709990	2	23.10
58-59	1 1/2 TON (2nd Ser.) (exc. 2-SPD.)	left (17 splines—28 1/2 O.L.)	3743837	1	17.00
59-59	2-SPD. (2nd Ser.)	right (17 splines—30 1/2 O.L.)	3743838	1	17.00
57	PASS w P Trac.				
57	PASS w P Trac.				
57-58	CORVETTE w P Trac.				
58	PASS w P Trac.				
58	TAXI				
59	CORVETTE				
57-58	CORVETTE w P Trac.	left (17 splines)—28 1/2 O.L.)	3743035	1	18.15
58	TAXI				
59	CORVETTE				
57-58	PASS, CORVETTE (exc. P Trac.)	right (17 splines—28 1/2 O.L.)	3743038	1	18.15
57-58	PASS, CORVETTE (exc. P Trac.)	left (17 splines—28 1/2 O.L.)	3741827	1	17.15
58	PASS w P Trac.	right (17 splines—30 1/2 O.L.)	3741828	1	17.15
58	PASS w P Trac.	right (17 splines—29 1/2 O.L.)	3748942	1	18.15
58-59	1 1/2 TON w P Trac.	(20 splines—30 1/2 O.L.)	2346810	2	24.85
59-60	PASS.	left (17 splines—29 1/2 O.L.)	3754207	1	18.15
59-60	PASS.	right (17 splines—30 1/2 O.L.)	3754208	1	18.15
60	PASS.	left (17 splines—29 1/2 O.L.)	3775687B	1	18.50
60	CORVETTE	right (17 splines—30 1/2 O.L.)	3775688B	1	18.50
60	CORVETTE	left (17 splines—28 1/2 O.L.)	3775689B	1	18.50
60	Ser. 20-30 (exc. 4 WD, D-D)	right (17 splines—30 1/2 O.L.)	3775690B	1	18.50
60	Ser. 20-30 (exc. 4 WD, D-D)	left (17 splines—32 1/2 O.L.) (stamp'd T49)	3759849	1	18.80
60	Ser. 20 (4 WD, D-D)	right (17 splines—38 1/2 O.L.) (stamp'd T50)	3759850	1	18.80
60	Ser. 40	right (17 splines—38 1/2 O.L.) (stamp'd T18)	3762918	1	18.80
60	Ser. 40	(27 splines—37 1/2 O.L.) (stamped T16)	3762916	2	18.80

†NOTE: Use 3775684 rear hub bolt.
*NOTE: Used in 1946-47 with CONVENTIONAL and 2-SPD. 2 TON models w/bolted type hub.
†NOTE: Not used w splined type shaft and hub.

RIGHT STUFF!
NEW!

Reveal Moulding Retainer

1956-1960



Retainers sold in pairs only (L.H. & R.H.)
Supplied with mounting screws and clips.

All parts made in U.S.A.

Priced at \$41.00 per pair.



**Repro
Parts, Inc.**

227 James
Bensenville, Illinois 60106
708/860-6950

REPRO PARTS, INC.

Mr. Rich Verba brought out for the first time his TACHOMETERS at our 5th convention in Illinois. Well I'm here to tell you, don't bother to buy one that needs restoring because his are right on using original GM parts for the inures. The only non-perfect item is that it is missing the little AC logo on the back side and the stamp mark. At the price of \$350.00 its hard to justify the cost to rebuild one to look like new. Check him out and you'll love his work, he is the one that makes them.

Rich also makes the Reveal Retainer that rusts out on some Vettes, both one and two piece units that are right on.

(continued from previous page)

1958-1959 ALL (except P/Trac): Order RW-607-NR
1960-1962 ALL (except P/Trac): Order RW-607-NR-5573

The letter (R) at the end of each number means roller.

Write or call:

ALLIED BEARING SALES, INC.
8962 Ellis Avenue
Los Angeles, CA 90034 USA
Phone: (213) 837-0752
800-421-3658 (not in Calif.)
FAX (213) 837-0755

As you can see from the thickness of the outer bearings there is a small difference which may cause the dust cup from seating all the way on 1953 to 1957 if you were to use the 1958 to 1962 bearing. Check the distance in your HUB to see if you do indeed have the right year HUB on your Vette. Again they can also service your early Car application. I want to mention that lately I have tried to cover mechanical applications because this information covers all year Vettes, so that all members can benefit. Also, remember that a Vette originally had the brake drum revitted to the hub unless the drum was replaced, which may also cause a miss-balance at high speeds.

Here are the numbers if you have a car. Tapered roller bearings front, using the original hubs as Vette:

F/Inner 1955-1957 is a B40-R — \$25.00
F/Outer 1955 only is a B41-R — \$50.00
F/Outer 1956-1957 is a B01R — \$18.40

Remember only ALLIED can supply MBS bearings. Tell them SACE sent you, ask for Steve.

—EDITOR

RIGHT STUFF!

Authentic Replica Tachometer

11 Models available from 1959 through 1962

1959	5500 Red Line Generator Drive
1959	6500 Red Line Generator Drive
1959	6500 Red Line Distributor Drive
1960	5500 Red Line Generator Drive
1960	6500 Red Line Generator Drive
1960	6500 Red Line Distributor Drive

1961	5500 Red Line Generator Drive
1961	6500 Red Line Generator Drive
1961	6500 Red Line Distributor Drive
1962	5500 Red Line Distributor Drive
1962	6500 Red Line Distributor Drive

*Other models available soon.
Please inquire.*

All parts made in U.S.A.
All assemblies calibrated per specifications.

Priced at \$350.00 per unit.



**Repro
Parts, Inc.**

227 James Street, #5
Bensenville, Illinois 60106
708/860-6950