

1953 - 1962 SECTOR SHAFT BEARING

By Tony Catalano

A friend of mine in the Corvette parts business has warned me about taking care of the Sector Shaft Bearing. There is no replacement part.

This bearing is located inside the steering box housing. The bearing looks something like a steel wheel from an old fashioned pair of kids roller skates, with the exception of having a large 'v' groove in the outer circular area. The worm gear rides along the face of this bearing. (See your Restoration and Technical Guide or Servicing Guide.)

With time and wear the bearing's surface can become scared and pitted leaving pock marks, chips and cracks. Ultimately it can break into several pieces. There really isn't a lot that can be done, other than making sure there is sufficient lubrication and trying not to turn the steering wheel when the car is not in motion.

Just last week a fellow SACE member, who lives near me, found it necessary to replace his bearing. His bearing had not yet broken but did have pitting, chips and cracks. He was able to find a local machine shop that was willing to take on the task of reproducing the bearing. I

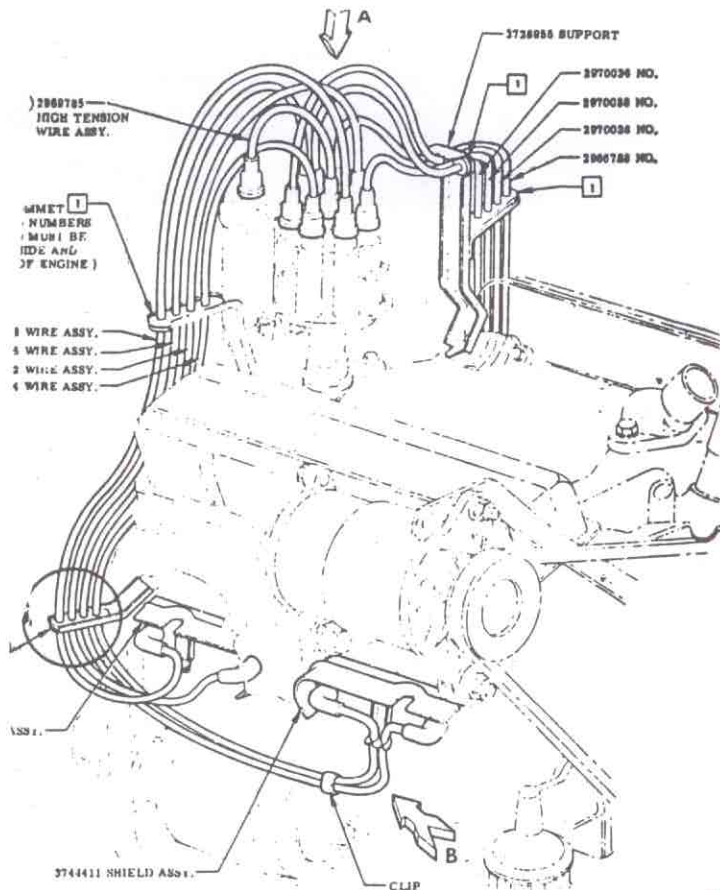
saw the bearing that was reproduced and can say that it compared perfectly to the original in shape and size. It was made of case hardened steel. The ball bearings were a heat shrunk fit. I cannot speak for the wearing endurance of this new part because it has just been installed and has not been tested long. But I can say it looks good and works very well.

I am sorry that I was unable to get any pictures of the part. One Saturday morning I was called out of bed to be told that a fellow was on his way over to install the part and if I wanted to get any pictures I would have to come right over. Well, by the time I arrived, twenty to twenty-five minutes later, the part was installed and the housing was closed. Evidently, it doesn't take long at all to put everything back together.

It cost approximately \$160 US to have the bearing made. My friend said that he felt the Glenn Whiltmore company may have spent more than this trying to initially figure it all out, so the next one could cost more or less. The company to contact is:

Glenn Whiltmore Industrial Equipment Ltd.

7462 Progress Way
Tilbury Industrial Park
Delta, British Columbia
Canada V4G 1E1
Telephone: 604-946-1675



3719963 GROMMETS

For a long time I've always had a problem on hard acceleration and it seems to be most obvious when it's cold. I would have a miss at idle and it seemed at times that they were all missing on hard take off. I tried plugs, points and new wires, but not much difference.

Later, I was installing new plug wires again, thinking I had gotten some bad ones when I noticed the rubber grommets that hold the plug wires were numbered and wondered why GM did that. Then I realized it was the firing order of the cylinders. Well, if GM marked them, then I would follow suit placing each wire in its proper location.

You guessed it, she idled smooth and ran great with no miss. Later I asked an old mechanic about this and he told me that because of the firing order, something about cross fire or bleed through from one wire to the next, the wires needed to be separated (in order). That's the best way I know to explain it to you, but take it from me, it works. If you have this problem, just correct the plug wires and see if that won't correct your problem.

Left side grommets facing up will read odd numbers. Right side grommets facing up will read even numbers.