KC713R

C713R, C714N, C1188 Early Rear Wheel Bearing Rebuild

There are three distinct types of bearings used on swing axle Corvairs: the stamped steel, riveted together housing on '60-62 cars, a one-piece cast iron housing on '63-64 cars, and truck bearings which look like the earlier car style but have a larger hole for the truck axle shafts. 1960- 62 car type bearings will fit on all early cars, but '63-64 bearings will fit only those two years.

Step one is to remove the axle from the car; follow the shop manual instructions. The axle yoke is often difficult to remove from the axle shaft. An air hammer, puller, or heat is sometimes required.

Once the axle is removed, wire brush the axle shaft, if needed, to remove rust from the surface. Spray some penetrating oil on the axle next to the deflector ring. With a drift or dull screwdriver, carefully drive the deflector ring off the axle; it's a light press fit. Next, the deflector shield can be knocked off the bearing using the same tools. If your bearing is missing the deflectors, you can be assured the bearing has been replaced at some point.

The next step is to press the bearing off the axle. This is a critical operation since a good deal of force may be required to do so, and careless presswork can damage the bearing housing or axle you must reuse, or cause personal injury from broken parts escaping the press at great velocity.

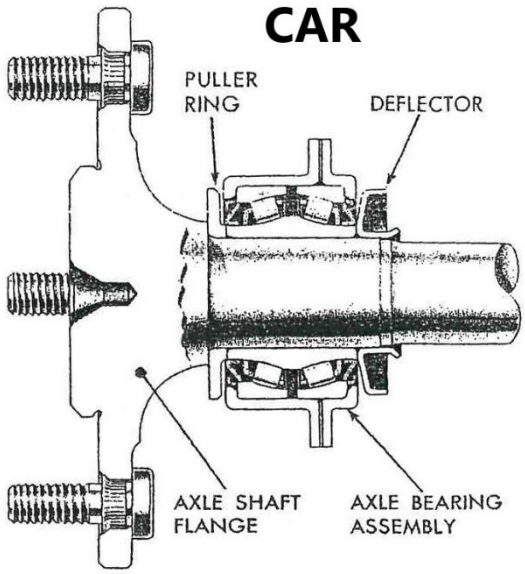
Install a bearing press plate onto the axle, with the jaws of the plate between the axle flange and the puller ring. You want the pushing force to be exerted on the puller ring, not the body of the bearing housing. Jig the axle onto the press, assuring there is enough room under the axle flange to avoid contact of the flange or wheel studs to the press itself. Begin pressing. You will likely hear a sharp cracking sound after a small amount of movement; this is the puller ring cracking under the load. Stop pressing and check to see that the press plate is still tight on the axle; it usually requires additional tightening as the now distorted puller ring has given more clearance to the plate jaws. This step is crucial to ensure the press plate pushes on the center of the wheel bearing, not on the housing. Continue pressing until the bearing is free, also checking to assure the axle flange does not bottom out on the cress.

Before installing the bearing back on the axle, drop a new puller ring onto the axle. The puller ring is dish shaped; it must be placed with the outer dish curving away from the wheel bearing. If you install it backwards it will rub the bearing.

Now drop the bearing onto the axle. Car bearings have the wide side of the bearing facing the wheel flange; truck bearings are just the opposite; the short side of the bearing faces the wheel flange.

Place the axle and bearing onto the press plate and press. It is important to place the jaws of the press plate so you are pressing on the inner race of the bearing; never press on the housing. Press the bearing until the puller ring is tight. Remove the axle from the press and reinstall the dust shield and deflector ring. They simply tap into place. The shield and ring are there to keep water and dirt away from the bearing. Two different styles of shields are used for car bearings, one for the stamped housings and one for cast housings. The shape of the shield matches the respective housing. 1960 models often have unique shields and the deflector ring installed the opposite way. Truck shields and deflector rings fit only those vehicles.

With the axle now fitted with a rebuilt bearing, and deflector shield and ring in place, you can reinstall the complete assembly back into the control arm and attach the axle yoke and U-joint yoke assembly. Now would be a good time to replace the axle yoke seal in the differential if oil leaks were suspected.



Clarks Corvair Parts, Inc.

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