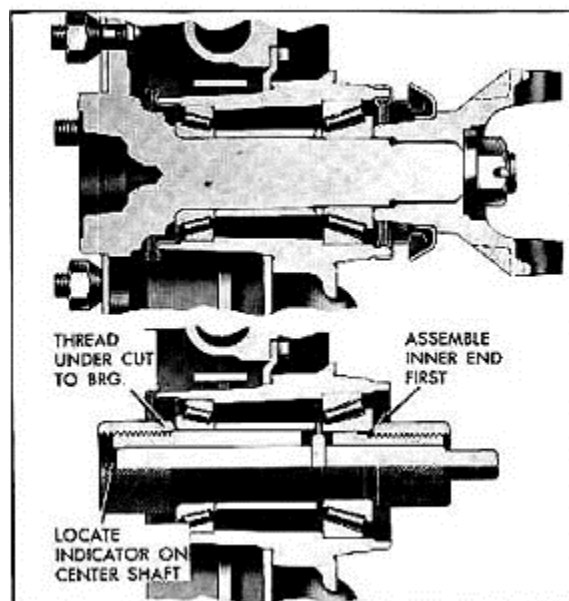


1965 – 1969 Rear Axle Bearings Setup Using Kent Moore Tool J-21836

These instructions are developed to enhance the current instructions in the Corvair Shop Manuals. It is highly recommended to read the instructions for the tool in a 1966 or later shop supplement. The instructions in the 1965 manual are less informative.



Below is the shop drawing of how the tool goes into the rear bearing housing for measuring the gap to setup the end play. ALL parts and tool need to be clean and free of lubricants.



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The purpose of the tool is for the center pin to move back and forth (gap), limited by the small pin between the spacer and bearing. This setup allows reading the gap with a dial indicator setup on the end of the center pin.

Here is the tool laid out with a pair of old bearings and a center spacer. The inner bearing is on the left and the outer is on the right. The two knurled nuts at each end are part of the tool.

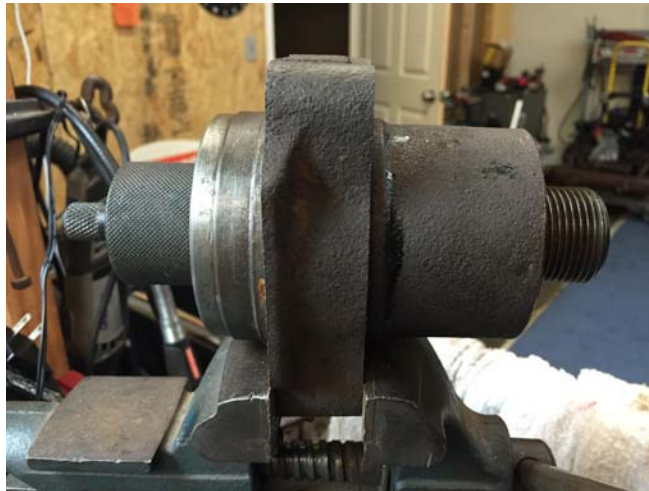


First, the inner bearing is placed onto the small end of the tool, pushed up against a stop on the tool and held in place by the small knurled nut



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Tool is then placed inside the bearing housing, and the spacer slid on from other side. Spacer may be slid on before tool is inserted in housing.



After tool, inner bearing and spacer is inside the housing, slide the outer bearing on.



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The below picture shows the threads on the large knurled nut and the undercut. The design of the tool ensures tool stops against the bearing face. It's important to have the undercut on this nut to reach the bearing.



Install the large knurled nut (with the undercut side towards the bearing). Tighten by hand until all the slack is gone. The bearings will be seated in the races.



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Set up the dial indicator to read the travel on the center pin.



Push the center pin to one end of travel and zero out the dial indicator.



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Move pin and read measurement. In this case, it was just over .039"



This measurement is then added to 0.097" for a value that equals the suggested shim size to be used. In this case, it came up with 0.136" to be used in this setup.

It is not certain where in the acceptable range this tool is supposed to end up for end play, but this case wound up with about 0.0045" once one side was assembled, flange at only about 80lbs or so. That will likely change a little when the axle flange is torqued correctly.

Here are the 1966 Supplement instructions as well.

- a. Remove the knurled nut from each end of Gauge(J-21836).
- b. Position spindle inner bearing on small end of gauge-.small end of bearing toward pin on gauge-then finger tighten knurled nut against bearing.
- c. Position gauge and bearing assembly through, the inboard side of spindle support.
- d. install bearing spacer over large end of gauge, then position spindle outer bearing on gauge and against spacer fig. 15. Install under cut end of knurled nut against bearing and hand tighten nut so that there is no play in the gauge body.
- e. Install dial indicator (J-8001) and position indicator finger against moveable shaft of J-21836.
- f. Move shaft of J-21836 so that it travels the maximum permissible distance limited by spacer and inner bearing.
- g. Record reading obtained in step f--recheck to ensure accuracy.
- h. To be reading obtained in Step f, add 0.097". The total obtained is the required shim thickness necessary to maintain specified end play.