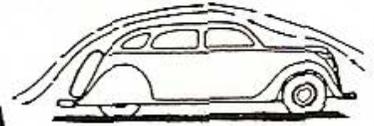
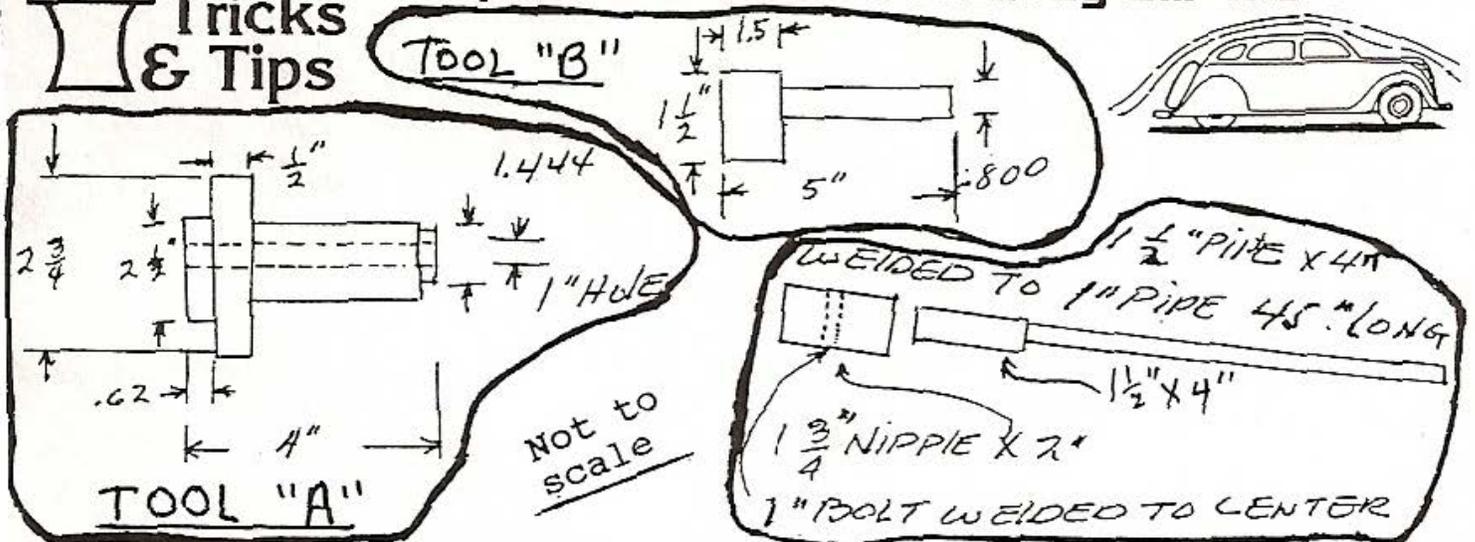


Tricks & Tips

Special Differential Tools by Bill Short



Here are drawings of tools used to remove the differential inner bearing cone and seal as well as a tool to install the seal and bearing cone.

Remove the differential carrier, back-up plate, outer oil seal and outer bearing. Install the tool through the differential and install the $1\frac{3}{4}$ " nipple into the smaller pipe. Place against inner oil seal and then strike end of pipe with a heavy hammer.

To install the inner oil seal and inner differential cone, place tool "B" inside of tool "A" and strike with a heavy hammer. One end is for the oil seal, the other is for the cone. Another hint is to "freeze" the inner cone for several hours in your home freezer - it will insert easier.

The idea and fabrication of these tools was developed by Gil Hyatt. If you have any questions, call or write to me. **BILL SHORT, 2918 S. RITA WAY, SANTA ANA, CA 92704.**

SHOP TIP

41 tooth ring gear #619386, as used in non-overdrive Airflow Chryslers is exactly the same as Dodge truck ring gear #1501552, which is available from Chrysler. Sorry to say, Dodge truck pinion #1501553 used with the above ring gear won't fit the Airflow differential carrier. -----Ross Mac Lean

SHOP TIP

The inner rear wheel seals for Airflow Chryslers appear to be very hard to find. This seal is successfully replaced by a readily available, current seal; GARLOCK 63X-0607.

---Ross

Members who've attempted to install the rear wheel inner seal substitute mentioned in the December NEWSLETTER (Garlock 63X0607) inform me that the outer diameter is somewhat too large. It will require some work. All possible material must be removed, and it will still be a darn tight fit. The OD was originally thought to be only about .005 larger than the original. Turns out it's more like .018. At .005 a jam fit would be possible; at .018, it ain't. Removing eight or nine thousandths from the circumference will solve the problem. Those who have no access to a lathe might try centering the seal between two fender washers and chucking it up in a drill press, or even a hand drill, clamped in a vise. The material could be removed to an acceptable degree of accuracy with a file (keep it moving) or emery cloth on a block. The shell walls are just about thick enough to permit the necessary removal. If this has caused any one problems, I'll have to take the blame. My favorite parts man chased it down for me.