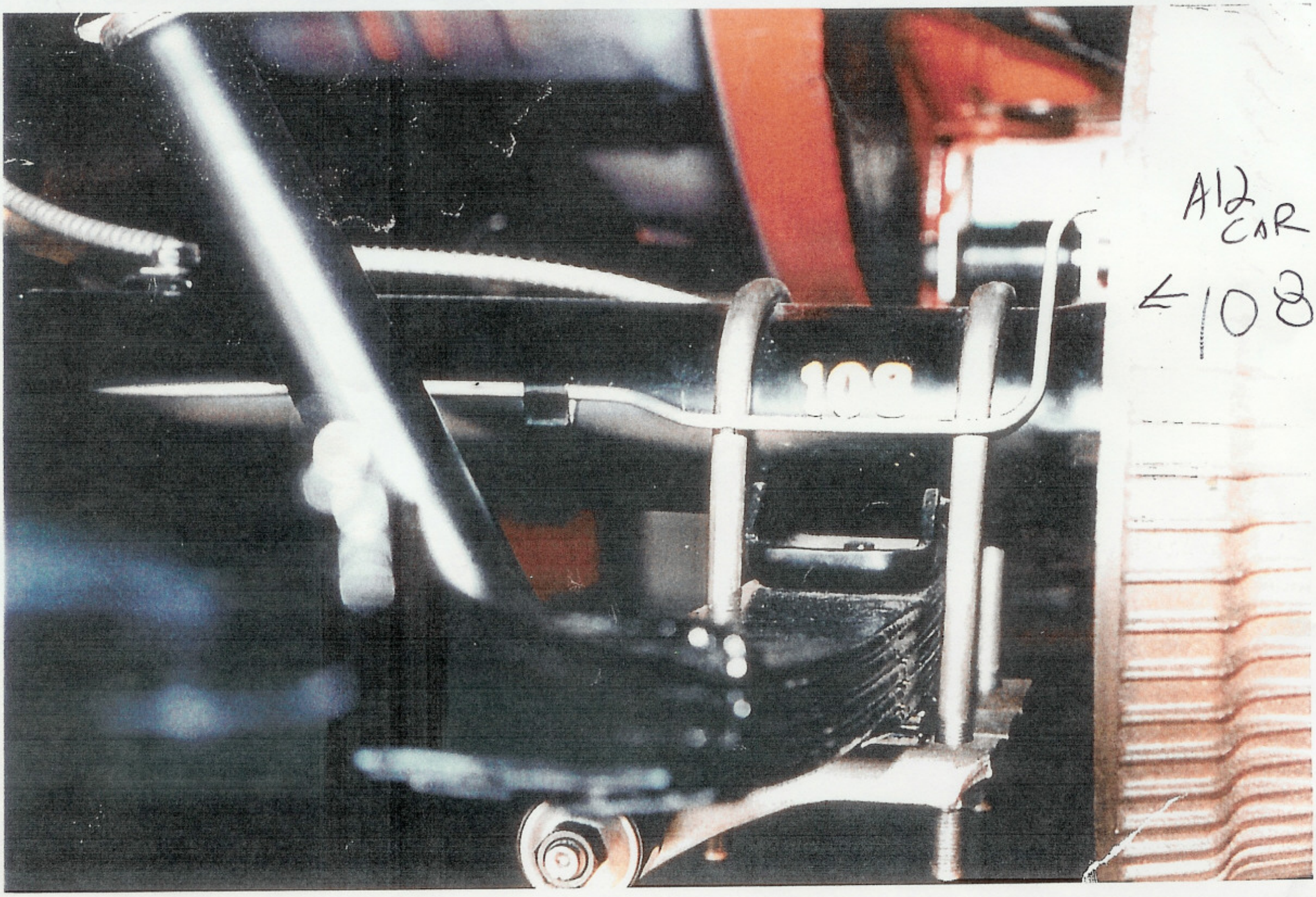

108
A12
CAR
←108

AXLE

YEAR: 1964-1974 GROUP: 3-03-3

CAST #	YEAR-YR	BODY	RnGr	Pinion	Dia/Shaft		Remarks
2070051	1960-71	A	7.25-1	3/8"	Small		9 Cover Bolts
2070062	1970-71	A	7.25-1	3/8"	Small		9 Cover Bolts
3507881	1972-74	A	7.25-1	3/8"	Small		9 Cover Bolts
2852905	1969-70	B	8.25-1	5/8"	Medium		10 Cover Bolts
3723598	1971-74	B	8.25-1	5/8"	Medium		10 Cover Bolts
3723599	1971-74	B	8.25-1	5/8"	Medium		10 Cover Bolts
1634985	1957-67	ABCD	8.75-1	3/8"	Small	*	10 Studs-Frt
1820657	1958-64	C	8.75-1	3/8"	Small	*	10 Studs-Frt
2070741	1964-74	ABCE	8.75-1	3/8"	Small		10 Studs-Frt
2070742	1959-68	BCD	8.75-1	3/4"	Large	*	10 Studs-Frt
2881489	1969-74	ABCE	8.75-1	7/8"	Tapered		10 Studs-Frt

Three types of differentials were used for production for 8 3/4" diameter gear axles. The carrier has the casting number embossed 2 inches below the yoke on the DRIVER side! All axles except the 8 3/4" have a removeable rear cover!
**NOTE: Tapered shaft was used from 1957-1964 (keyway w/nut)*

3507890	1973-74	B	9.25	12 Cover Bolts
3507891	1973-74	B	9.25	12 Cover Bolts
DANA 60	1966-72	B	9.75	10 Cover Bolts
DANA 60	1970-71	E	9.75	10 Cover Bolts

NOTE: The 3 Digit axle build code's in this book are found on 1969-1974 Lynch Road Plant Fender Tag! The build code numbers can be found in yellow, on the left (driver side) axle tube on all Chrysler built axles (Exc: 9.75"). The 9 3/4" DANA 60 axle is identified with a strap of white tape, on the left tube and the Assembly Part Number stamped in red ink. Found on 1969 and newer DANA 60 Axles!

The 1966-67 DANA 60 Axle is readily identified by a drain plug at the base of the differential, and on the cover! 10" Rear Drum Brakes are found with FT Disc or 10" FT Drum Brakes, with the exception of AAR & T/A's, and Trailer Towing Package. Differential and Carriers have a metal tag bolted to them giving the axle ratio.

1968 and older axles used clutch type Sure Grip axles, and can be identified by a Tag attached to the carrier mounting bolts which reads "USE LIMITED SLIP DIFFERENTIAL LUBE ONLY". 1969 and newer axles used gear cone clutch type Sure-Grip axles, and can be identified by orange paint around the filler plug, or 1970 & newer by orange paint daub applied below Ratio Color Code.

The 8.75" Axle (prior to 1969) will have Tag which reads "USE LIMITED SLIP DIFFERENTIAL LUBE ONLY" at 11-O'Clock, and Ratio Tag at 1-O'Clock.
All 9.75" Axle will have Tag which reads "USE LIMITED SLIP DIFFERENTIAL LUBE ONLY" at 5-O'Clock, and Ratio Tag at 7-O'Clock.

The 1966-1969 DANA 60 Axle used a 23 tooth axle shaft, and the 1970-1972 DANA 60 Axle used a 35 tooth axle shaft.

There is usually a white paint marking on one side of the Axle drive Pinion Flange (Aka Companion Flange).

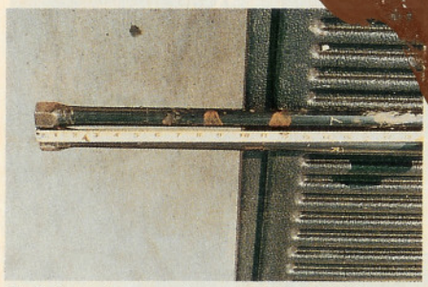
LH Lug Nuts were last used in the 1970 Model Year!

1972 and older A-Bodies used the 4.0" diameter bolt pattern, 1973-76 A-Body A-Body w/Drum = 4.0", A-Body w/Disc = 4.5", All Imperial's used 5.0" diameter bolt pattern through 1966. All B, E and F Bodies, and 67-80 C-Bodies used the 4.5" dia, diameter wheel bolt pattern.

AXLE ASSEMBLY

CODE	YEAR	BODY	Ratio	AX	Drum	RnGr	Pinion	YOKE	PACKAGE
79	1964	B	3.91	SG	10"	8.75"	1 3/4	SLIP	S/S "LC"
90	1964	B	4.56	SG	10"	8.75"	1 3/4	SLIP	S/S "HC"
283	1965	B	4.56	SG	10"	8.75"	1 3/4	SLIP	S/S HEMI
011	1966	A	3.23	SG	10"	7.25"			
014	1966	B	2.93	SA	10"	8.75"	1 3/8		
019	1966	B	3.23	SG	10"	8.75"	1 3/8		
020	1966	B	2.94	SA	10"	8.75"	1 3/8		
021	1966	B	3.23	SA	10"	8.75"	1 3/8		
023	1966	B	3.23	SG	10"	8.75"	1 3/8		
024	1966	B	3.23	SA	11"	8.75"	1 3/8		
178	1966	A	3.23	SG	10"	7.25"			
194	1966	B	3.54	SG	11"	9.75"	DANA 60		
228	1966	B	3.23	SA	11"	8.75"	1 3/4		
229	1966	B	3.23	SG	11"	8.75"	1 3/4		
447	1966	B	3.54	SG	10"	9.75"	DANA 60		
449	1966	B	3.23	SG	10"	8.75"	1 3/4		
481	1967	B	2.94	SA	11"	8.75"	1 3/8		
614	1967	A	3.23	SA	10"	8.75"	1 3/8		
615	1967	A	3.23	SG	10"	8.75"	1 3/8		
624	1967	B	2.94	SA	10"	8.75"	1 3/8		
625	1967	B	3.23	SA	10"	8.75"	1 3/8		
627	1967	B	3.23	SG	10"	8.75"	1 3/8		
628	1967	B	3.23	SA	11"	8.75"	1 3/8		
631	1967	B	3.23	SG	11"	8.75"	1 3/8		
634	1967	B	3.54	SG	10"	9.75"	DANA 60		
636	1967	B	3.23	SG	10"	8.75"	1 3/4		
637	1967	B	3.23	SG	11"	8.75"	1 3/4		
638	1967	B	3.23	SA	11"	8.75"	1 3/4		
896	1967	B	3.54	SG	11"	9.75"	DANA 60		
999	1967	B	4.86	SG	10"	8.75"	1 3/4		366-AUTO
999	1967	B	4.88	SG	10"	9.75"	DANA 60		366-4SPD
218	1968	B	2.76	SA	10"	8.75"	1 3/8	7260	
219	1968	B	2.93	SA	10"	8.75"	1 3/8	7260	
227	1968	B	2.76	SG	10"	8.75"	1 3/8	7260	
233	1968	B	3.23	SG	11"	8.75"	1 3/8	7260	
237	1968	B	3.23	SA	10"	8.75"	1 3/8	7260	
239	1968	B	3.23	SG	10"	8.75"	1 3/8	7290	
241	1968	B	3.23	SG	11"	8.75"	1 3/4	7290	
242	1968	B	3.23	SA	11"	8.75"	1 3/4	7290	
244	1968	B	3.23	SG	11"	8.75"	1 3/4	7290	
245	1968	B	3.54	SG	11"	9.75"	DANA 60	7290	
246	1968	B	3.54	SG	10"	9.75"	DANA 60	7290	
280	1968	C	3.23	SG	11"	8.75"	1 3/4	7290	
285	1968	A	3.23	SA	10"	8.75"	1 3/8	7290	
286	1968	A	3.23	SG	10"	8.75"	1 3/8	7290	
287	1968	A	3.55	SG	10"	8.75"	1 3/4	7290	
288	1968	A	3.91	SG	10"	8.75"	1 3/4	7290	
322	1968	B	3.55	SG	10"	8.75"	1 3/4	7290	
999	1968	A	4.86	SG	10"	8.75"	1 3/4	7290	366-AUTO
999	1968	A	4.88	SG	10"	9.75"	DANA 60	7290	366-4SPD
561	1969	A	3.23	SG	10"	8.75"	1 3/8	7260	
565	1969	A	3.23	SA	10"	8.75"	1 3/8	7290	
566	1969	A	3.23	SG	10"	8.75"	1 3/8	7290	
567	1969	A	3.55	SG	10"	8.75"	1 7/8	7290	/A13
568	1969	A	3.91	SG	10"	8.75"	1 7/8	7260	/A13
585	1969	B	2.94	SA	11"	8.25"		7260	
586	1969	B	3.23	SG	11"	8.75"	1 3/8	7290	
589	1969	B	3.23	SA	10"	8.75"	1 7/8	7290	
591	1969	B	3.55	SG	10"	8.75"	1 7/8	7290	A36
592	1969	B	3.23	SG	10"	8.75"	1 7/8	7290	
593	1969	B	3.23	SA	11"	8.75"	1 7/8	7290	
594	1969	B	3.55	SG	11"	8.75"	1 7/8	7290	A36
595	1969	B	3.23	SG	11"	8.75"	1 3/8	7290	
596	1969	B	3.54	SG	11"	9.75"	DANA 60	7290	A33
597	1969	B	3.54	SG	10"	9.75"	DANA 60	7290	A33
640	1969	B	2.76	SA	10"	8.25"		7260	
642	1969	B	3.91	SG	10"	8.75"	1 7/8	7290	A31
643	1969	B	3.91	SG	11"	8.75"	1 7/8	7290	A31
644	1969	B	4.10	SG	10"	9.75"	DANA 60	7290	A32/A34
999	1969	B	4.10	SG	11"	9.75"	DANA 60	7290	A12

PAN FOR GOLD



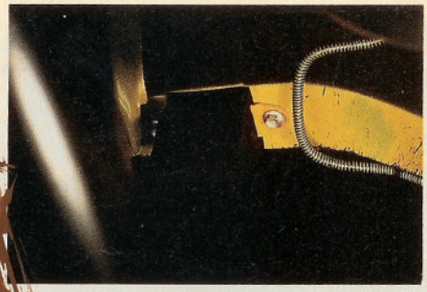
Original tan marks on 780 & 781 torsion bars. This chart shows factory specified markings for E and B-body bars:

1857774,5	*Orange*
1857776,7	*Green*
1857778,9	*Aluminum*
1857780,1	*Brown*

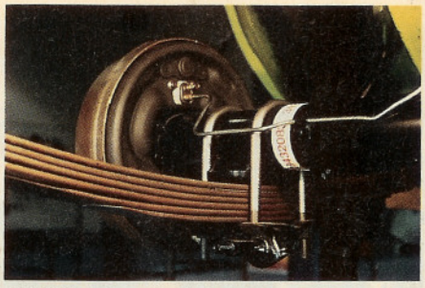
Note: right side (even number) bars carried ONE paint mark, and left side (odd number) carried TWO.

Several favorites that we use consistently: for a clear, no-color preservative, Mopar's MP-50 is excellent. It comes in an aerosol can and actually dries to touch overnight. MP-50 is what we use on fresh plated bolts also. If you want a little brown color like the waxy cosmoline added to original parts we use Eastwood Heavy Duty Anti Rust. It also comes in an aerosol can. This product also works great on brake drums, 8-3/4" differential housings, etc. This is also what we use on lower control arms that were not originally painted black. The more coats you spray the darker it gets.

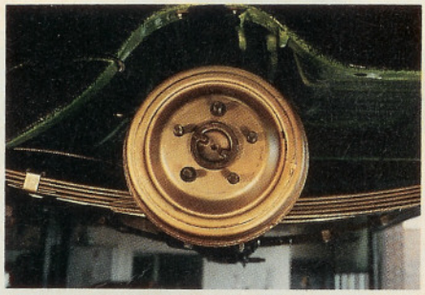
The product that we use most is regular 90W140 gear oil. We have a 5 gallon bucket that parts are dipped in, the excess wiped off and then placed on a drip tray. Regardless of what most people think, the gear oil will virtually dry over a period of time. My restored parts usually sit for several months awaiting assembly, and by that time there is only a slight oil film. We also, at times, use a brown heavy wheel bearing grease—the old stringy type. We apply the lube with a shop towel then wipe off the excess which leaves a thin coating of grease. Of all the methods this last one does catch the most dust, but it is simple to wipe off. That is the best part of leaving parts natural. If any dirt or rust appears, you simply wipe it off or take a small wire brush to it. Relube the part and it'll be as good as the day it left the shop. None of the above products will damage painted or plated surfaces. With "cast iron" paint, it is almost impossible to spray paint on a suspension part without the overspray getting everywhere. You also don't have to worry about scratching paint or damaging the part during assembly. But the bottom line is: it is absolutely correct, authentic. Which, of



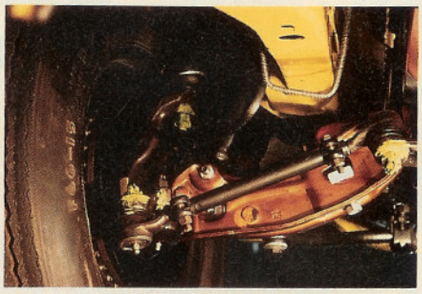
Rear differential bumper on '71 Hemi Challenger. Notice original bolts and yellow mounting plate. Also lime green inspection mark just to the rear, and close to the brake hose connector.



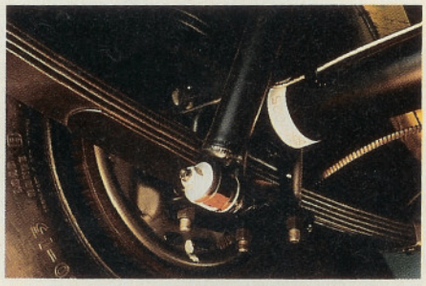
LH B-body axle tube shows the paper tag that contains the differential part number. The last three digits match the stamp on the RH tube as well as the broadcast sheet.



Natural finish drum on B-body. Notice the locks on the lug studs and the undercoating on the frame rails. Brake and fuel lines are installed before undercoating is applied.



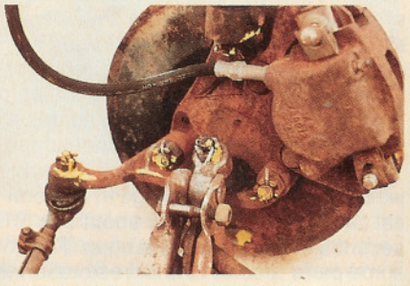
Rear look at the '71 E-body control arm. Notice the lime green inspection marks at each steering connection. Also the differences in the shades of the cast iron parts.



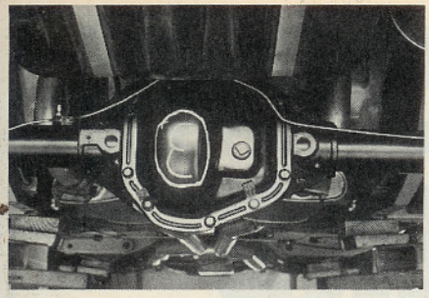
Left rear axle tube and shock on E-body. Proper placement of color code on semi-gloss black shocks seen here as well as axle part number tag. The backing plate is zinc phosphate plated and the wheel cylinder has a white foam gasket. U-bolts and springs are natural and lower spring plates are gloss black.

LH front spring eye on B-body with tan and brown latex type paint marks. This spring is PN 2539794 which is the hemi and 440 spring. The RH spring PN 2539964 has a pink and light blue green marks.

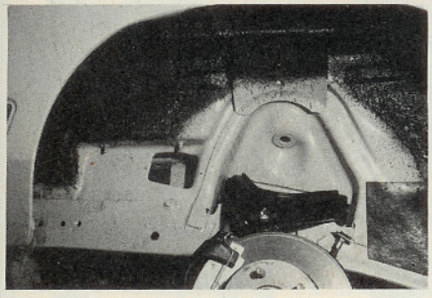
Natural finish spring hanger on E-body. Notice original spring bolt nut and blue and white paint marks on eye of spring.



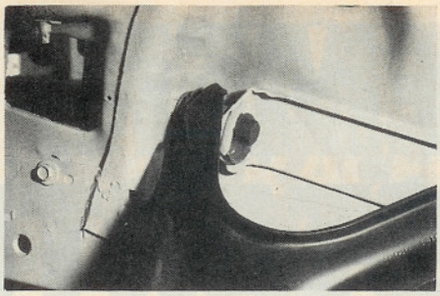
Original E-body suspension parts with inspection marks.



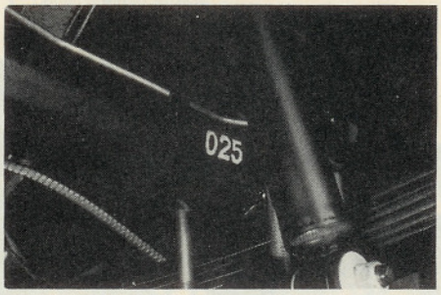
'71 E-body crayon marks on differential cover. Filler plug is natural. The sure grip tag under the filler plug is unpainted and the bolt has a orange daub of paint on the head. The ratio tag at the 7 o'clock position is painted semi-gloss black as is the rest of the housing.



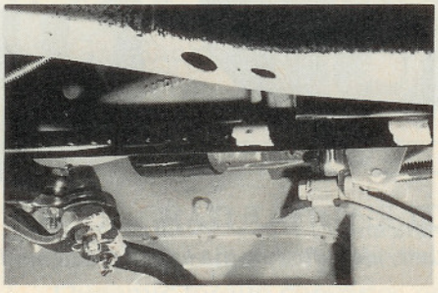
Undercoat pattern used on the '70 B-body



Upper cam bolts are zinc phosphate plated. If you order new Mopar ones today, they are correct.

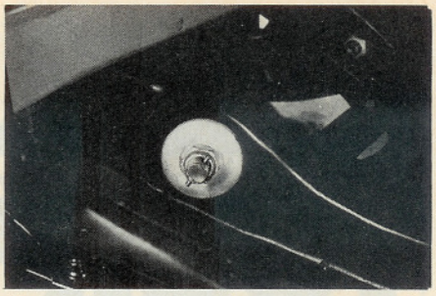


025 stamp on the rear of the E-body RH Dana axle tube is school bus yellow and matches the code in the axle box on the broadcast sheet.

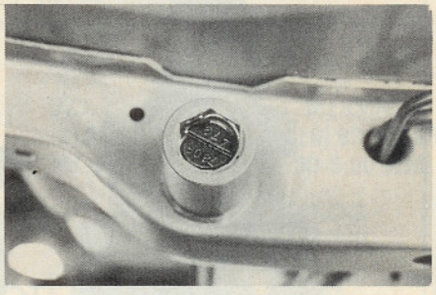


Inspection marks on the steering connections as well as the identification marks on the torsion bars are seen here. Notice the tri-castle nuts as well as the original lock nuts on the tie rod clamp bolts.

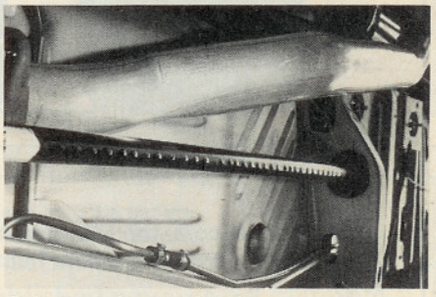
Torsion bar identification marks are seen here. The LH 781 bar has two tan marks and the RH 780 bar has one mark approximately 10" to 12" from the front.



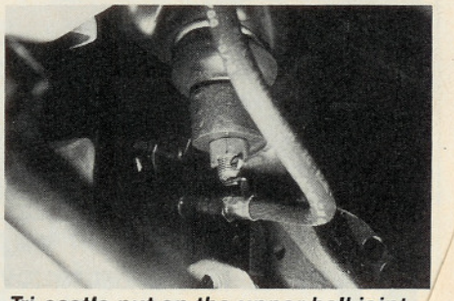
Front strut rod bushing washers and nuts are clear (silver) cadmium with a roll pin installed in the rod.



Torsion numbers are forged into the end of each torsion bar. "780" will match the build sheet RH torsion bar box. The R means right side.



Drips on the torsion bars give our restored bars the appearance of being dipped as the original bars were. Correct type clamps are also seen here for the fuel line connections as well as original KV hose markings.



Tri-castle nut on the upper ball joint. These type nuts are used on all steering connections that require cotter pins except at the lower ball joint to knuckle.

course, is our goal.

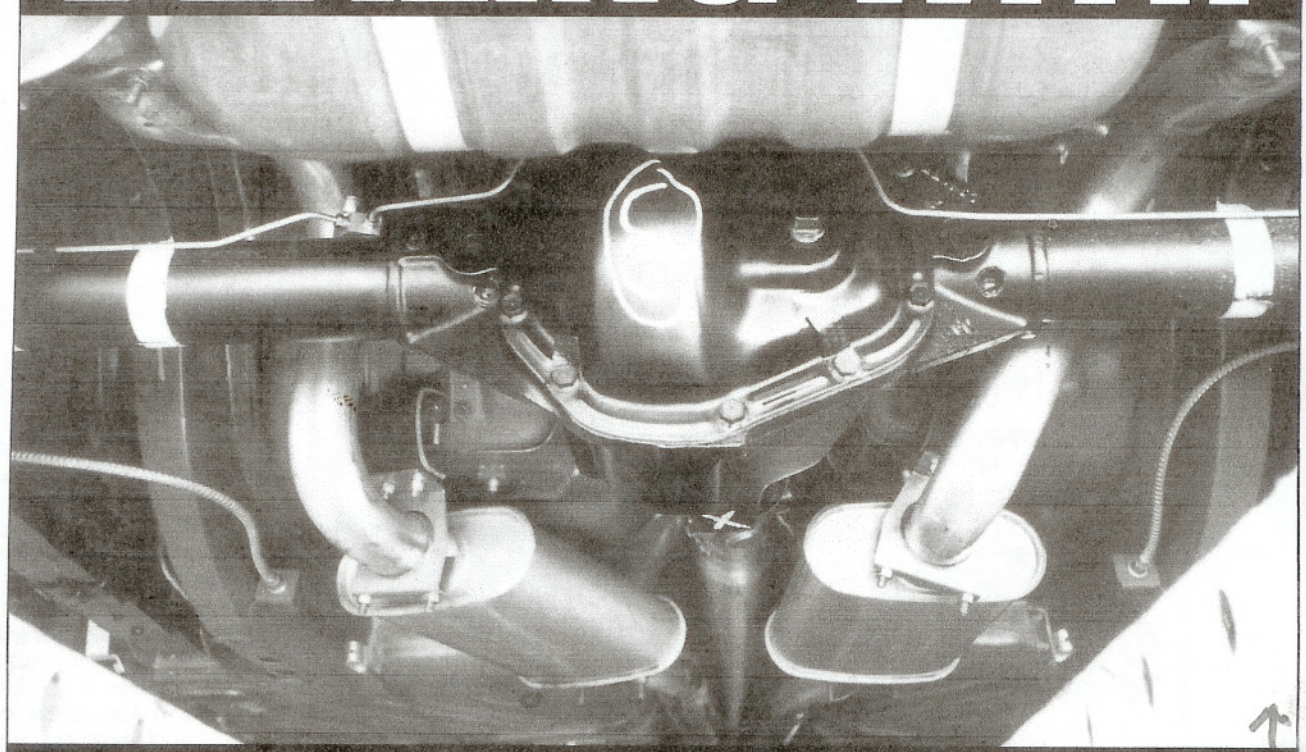
Most original black suspension brackets and small parts are dipped in paint instead of being sprayed. For instance, the torsion bars were dipped in a thick, high-gloss black epoxy paint. When you look at an original car the drips on the torsion bars are very pronounced. To be authentic in your restoration you should duplicate this. Place each end of the torsion bars on saw horses and take gloss black acrylic enamel in a wax squirt bottle, and coat the bars two or three times to achieve the desired effect. As long as you don't rotate the bar you can coat as many times as you see fit and the drips will be more pronounced each time. It will look like the original part did. Authentic!

Other small parts are dipped in black also. The lower leaf spring retaining plates (with the shock studs on them) are dipped in gloss black paint as is the bracket that attaches to the floor pan and also holds the rear brake hose. When parts are dipped, they have an almost washed look to them as the paint is thicker on the lower edges and around bolt holes, and very thin in other areas. We usually thin the paint about 25% to achieve the proper look.

Some black finishes need to have the gloss reduced on them. This is achieved by adding a flattening agent to the paint. Typically we add 25% to 33% flattening compound to black acrylic enamel. We use PPG's Ditzler paint (Ditzler was Chrysler's primary paint supplier in the '60s). This mixture may not result in the right gloss with other brands of paint. The Ditzler black paint is DAR 9000 and the flattening agent is DX 265. The flattening compound should be included in the total of the paint's weight. Have the flattener added at the paint store a shaken well. Thin the paint about before dipping the parts in it. We square gallon can with the top c that is used for dipping. Pour th

Continued

DEALING WITH DANAS



Restoring and detailing the strongest Chrysler differential of the musclecar era

This is the second installment in a series of articles on complete concours restoration, courtesy Roger Gibson Restorations, Mr. Norm's Sport Club, and Jim Bordanis. The subject vehicle in the series is a '70 Hemi 'Cuda coupe, which Mr. Gibson is presently totally restoring to originality. The techniques, described in Gibson's own words, will apply to any project of this nature. For this special Hemi Mopar issue, Roger will share some of his knowledge with us in the proper detailing of a Dana rear.

The Mighty Dana 60: An Overview

By the time the Street Hemi made its debut in 1966, Chrysler knew if they were to install the monster race-bred mill in front of the A833 four-speed transmission, they had better back it up with a super heavy-duty rear end capable of withstanding copious amounts of torque. They also knew that many of their customers that ordered this combo would inevitably put in some "track time" with their new steeds. The answer? The bulletproof Dana 60.

Not all Hemi cars had the truck-breed Dana rear as standard equipment. TorqueFlite automatic-equipped Hemi (and 440) vehicles came with the Chrysler-built 8¾ rear as standard equipment, with the option of a 4.10:1 Dana ('69-'71) just a pencil mark away on the order sheet. The four-speed Street Hemi cars (as well as '68-'72 440 four-speed models) received the Dana 60 as standard equipment, actually as a necessary option that you had to take and pay for. One exception was the '69½ M-code 440-6 Road Runners and Superbees, which came only with a Dana 60 stuffed with 4.10:1 gears, regardless of the transmission type. There were optional dealer-installed ratios as well. This article will deal only with what was available and installed from the factory, and the accompanying chart (Fig. 1) will explain the various Dana codes used throughout the years.

Details on Restoring a Dana Assembly

Regardless of type, I remove the differential and springs as an assembly. The differential is carefully steam cleaned or pressure-washed and photographed. Typically, these differentials have inspection marks, tags, stampings, and so on to document and color match. For a concours restoration, all of these things will need to be duplicated later, so I go over the rear to look for clues on the brakes, housing, pumpkin and peripheral parts, and document details as carefully as possible (Fig. 2).

Once done, the rear is disassembled and I place all the hardware and parts into boxes and mark them. I have a box for the leaf spring removal, separate boxes for the left and right brake assemblies, and another one for the rest of the external housing. The whole time, I still photograph and make notes. I also check the date code of the differential, which is stamped into the tube (Fig. 3). With the differential now disassembled, we send it to RediStrip, along with the rear cover, driveshaft, yoke,

pinion snubber, and brake backing plates for derusting. While these parts are getting derusted, we clean and inspect the internal differential components and rebuild or replace the mechanical parts as needed.

Once we have the housing back, the first thing we do is paint it. The factory never applied primer to the assembly prior to painting, which resulted in flaking after the first few years. To prevent this, we first apply black primer to the axle tube area; dry it by resting on the spring perches. All of the original Danas we have seen have a fairly glossy finish, so to duplicate it, we use acrylic enamel as the factory did originally.

We are ready to reassemble all the components. First the gears, axles, and brake backing plates are attached to the housing using new seals and gaskets. Using the pictures we took earlier as a guide, we can reapply the markings with acrylic enamel paint that we color-matched during the documenting process. We have stamps made of the original number stamping and apply that with the proper color acrylic enamel. The font style remained consistent through the years. The axle strap is installed as well, and I finish installing the brake lines, hoses, brakes, and paper and metal tags (Fig. 8). Attention to detail is a major part of any component or subassembly rebuild; once back in the car, you should have an original-looking differential still capable of handling all of the power the Chrysler engineers could throw at it!

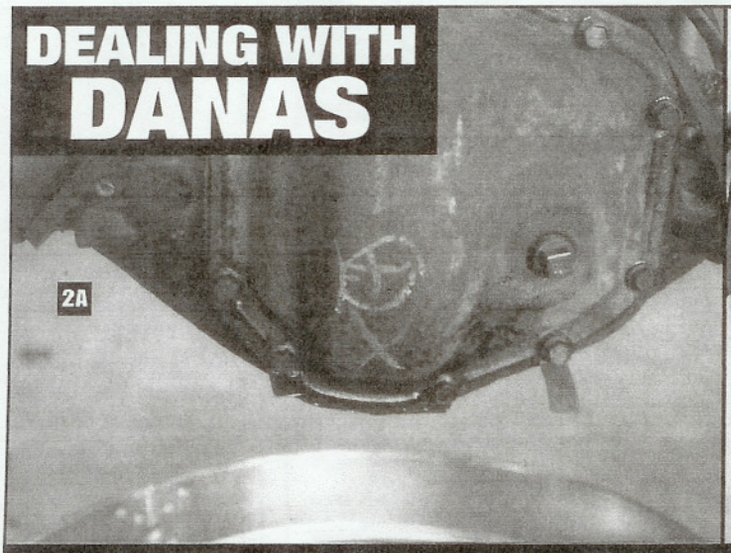
Remember, the little things make a restoration exceptional. If the attention to detail and correctness are used throughout the restoration on every part of the car, whether you think anyone will ever see it or not, your car can compete with the nation's best forever, because correct is correct, today or 10 years from now.

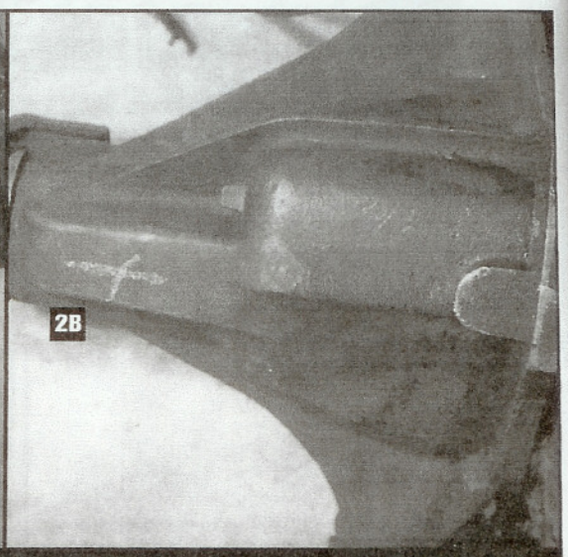
Stay tuned as we continue to apply Roger Gibson's restoration philosophy to the "Save The Fish" 'Cuda in upcoming issues.

REMEMBER THESE POINTS

- Do not start by steam cleaning or pressure washing a thing until you have photographed every detail you can
- Take care to protect or remove any paper tags or labels before cleaning
- Match the paint colors to be duplicated later
- Label all parts containers with notes on what the part is and where and how it goes back on
- Take a lot of notes along the way

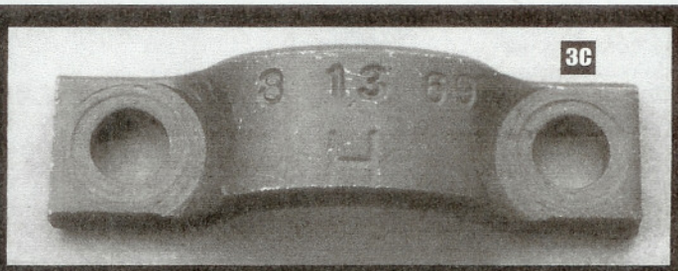
DEALING WITH DANAS


2A

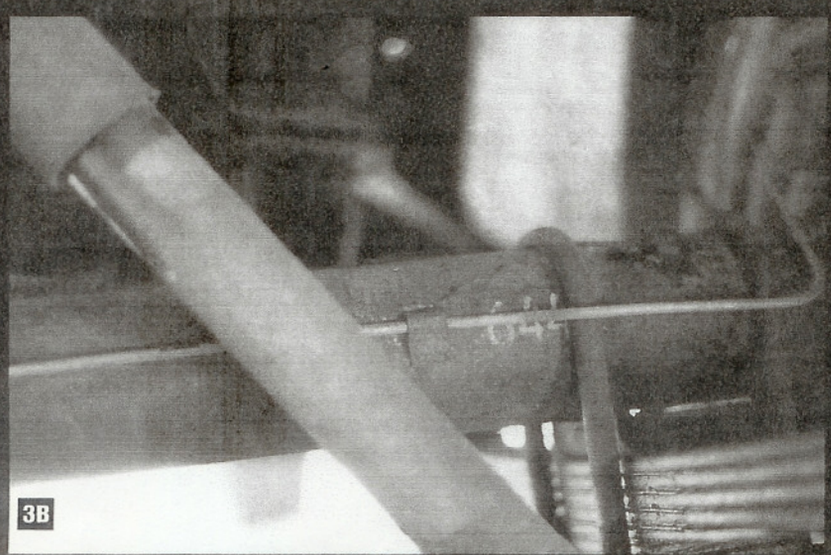

2B

Once you clean off the axle assembly, many markings become evident, depending on the year, axle ratio, and body style. On the rear cover you may find an X or maybe a pair of Xs with a circle around one (Fig. 2A). We have noticed what appears to be the number 3 on the differential housing cover on some '71s; we later determined that this is actually the letter E and denotes the usage on E-Body cars. If you look under the Dana centersection, you may find more markings such as Xs and/or paint daubs (Fig. 2B). Once you remove the pinion snubber, you may have some more marks to document as well. Another thing to cover is the plastic plug (what we call the Dana plug), which is on the left (driver) side area of the cast differential housing facing the rear of the car. Typically, we have seen these in blue and red. It's a plastic plug and usually has the manufacturer's name on it.


3A


3C

The paper axle strap was used from 1968 to 1971. The entire part number appears on it (Fig. 3A). The axle code number is the last 3 digits of this part number, which you will also find on the buildsheet. This three-digit number will also appear rubber stamped on the axle tube (Fig. 3B). The exception is the '69½ M-code cars—see the usage chart. It is also a good idea to have a close look at the backing plates, because usually there are inspection marks on those as well. The '71 cars used a different emergency brake cable system from those in previous years. The complete assemblies typically had the emergency cables taped to each axle tube during storage (awaiting installation). When the unit was installed on the car, the line workers would pull the cables away, ripping the tape. We have documented many '71 Dana-equipped cars that still have these bands of tape around the axle tubes. We most typically see a large W on the oil inspection plug on the rear cover; other variations may exist. The U-joint strap on the Dana (and large yoke 8¾ rears) was typically date coded and had an H on it as well (Fig. 3C). The cover bolts were a flanged head design. A lot of the ones we have seen on original cars have a small E on the head center.


3B

Dana 60 Axle Usage and Codes

Model Year	Axle Code	Body Style	Axle Ratio	Drum Size	Notes/ Axle Package
1966	194	B	3.54:1	11"	
	447	B	3.54:1	10"	
1967	634	B	3.54:1	10"	
	896	B	3.54:1	11"	
1968	245	B	3.54:1	11"	
	246	B	3.54:1	10"	
1969	596	B	3.54:1	11"	A33
	597	B	3.54:1	10"	A33
	644	B	4.10:1	10"	A32 & A34
1969	108*	B	4.10:1	11"	A12
1970	079	E	3.54:1	10"	A33
	080	E	3.54:1	11"	A33
	081	E	4.10:1	10"	A34
	082	B	3.54:1	11"	A33
	083	B	3.54:1	10"	A33
	084	B	4.10:1	10"	A32 & A34
1971	024	E	3.54:1	10"	A33
	025	E	3.54:1	11"	A33
	026	E	4.10:1	10"	A34
	050	B	3.54:1	11"	A33
	051	B	3.54:1	10"	A33
	052	B	4.10:1	10"	A34
1972	050	B	3.54:1	11"	A33
	051	B	3.54:1	10"	A33

Notes

The Axle Code number above will appear on the axle (stamp) and the broadcast sheet. It will also appear on the fender tag of '69-'72 vehicles assembled at the Lynch Road Assembly Plant. The code is the last three digits of the part number, which is printed on the paper strap on the axle. The paper axle straps were used from 1968-'71.

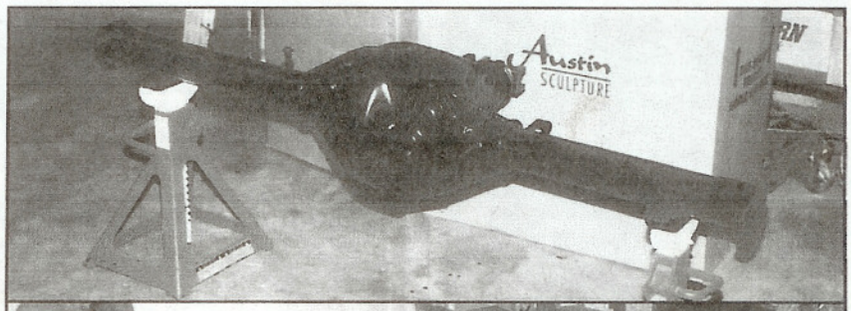
* The exception is the '69½ M-code (A12 Package) cars. "999" will appear on the broadcast sheet and fender tag but "108"—the last three digits of the part number, is printed on the paper strap and ink-stamped on the axle tube.

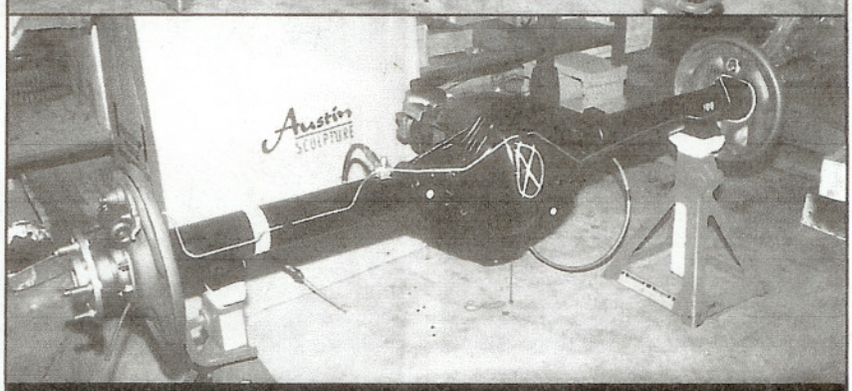
The '67-'69 Super Stock packages are not included in the above chart.

"Axle Packages" Explained

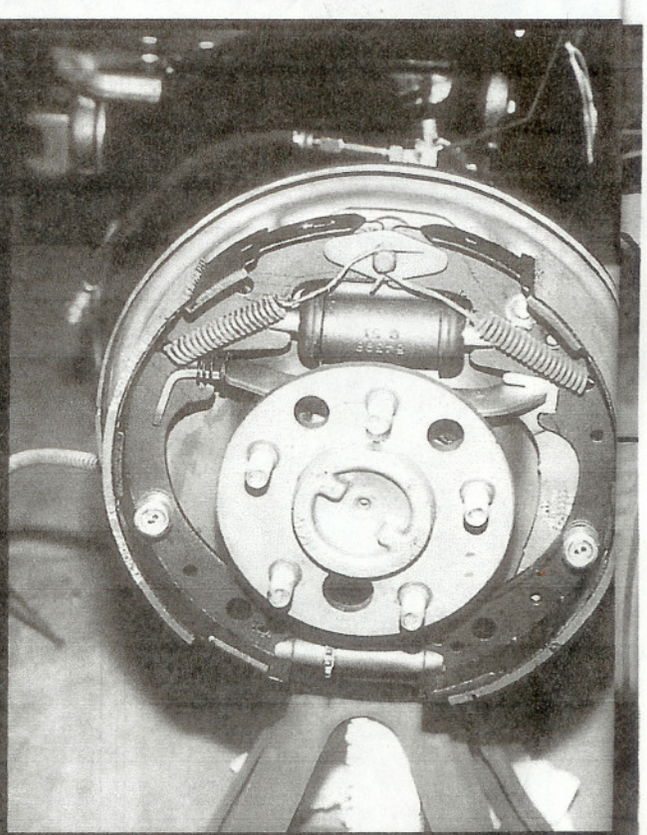
A32 – (1969-'70) – Super Performance Axle Package: 4.10:1 Dana with automatic trans.
A33 – (1969-'72) - Track Pak: 3.54:1 Dana with four-speed trans.
A34 – (1969-'70) – Super Track Pak: 4.10:1 Dana with four-speed trans.
A34 – (1971) – Super Track Pak: 4.10:1 Dana with four-speed or automatic trans.

The packages above will appear on the broadcast sheet and some fender tags



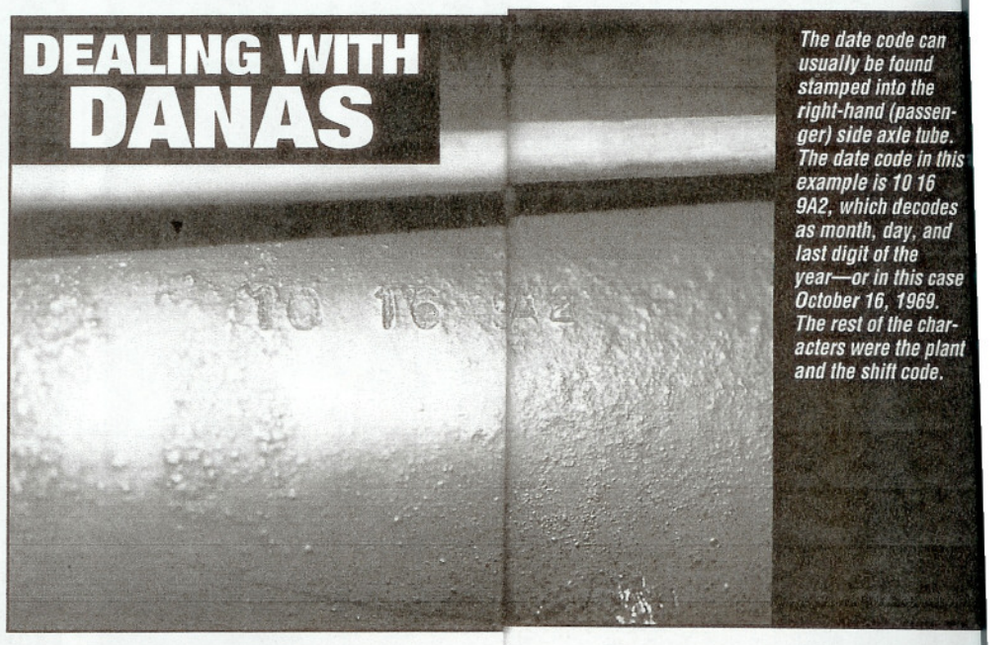


We use PPG DAR9000 acrylic enamel with 15 percent DX265 flattening agent with no hardener. Using hardener ruins the effect of the flattening agent. Acrylic enamel does not get as hard as modern acrylic urethanes, allowing for the proper adhesion during thermal expansion and flexing of the differential. The housing painting procedure was not perfect from the factory. There may be areas on yours that did not get any paint at all. We generally cover them pretty well. Once dry, the lines, marks, and color-matched details are reapplied.

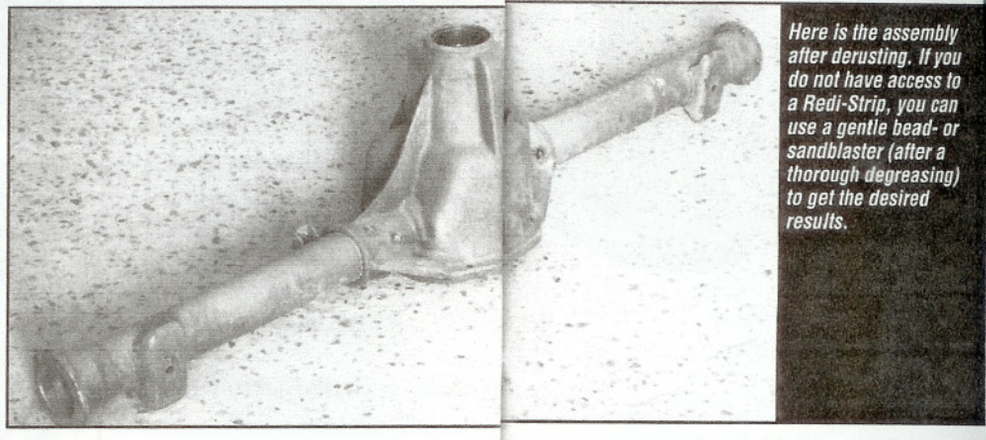


There are a lot of detail items here. The brake backing plates are not painted black; they were phosphate-coated. We will use Cosmoline on many natural unfinished parts, such as the brake drums, the pinion snubber, and the axle flanges. Care must be taken not to put too much of the preservative on rotating parts. If put on too thick, it will fly off, making a mess of the wheels and other components. The axle tags are installed at the 5 and 7 o'clock positions. The axle ratio tag goes on the left (driver) side and the "Use Limited Slip Diff. Lube Only" tag goes on the right. On some years the bolt head that the "Lube" tag goes under is treated to a paint daub. Not shown but worth mentioning is, all '66-'67 and some '68 Dana rears had an additional drain plug on the bottom of the center housing. The '69-'71 axles all had the cover plug only. All assemblies have a rear axle vent on the top, just to the left of the centersection. It also mounts the brake tee block to the axle tube. You can see the extra ripped tape on the axle shafts on the restored '71 model year E-Body Dana in our lead shot.

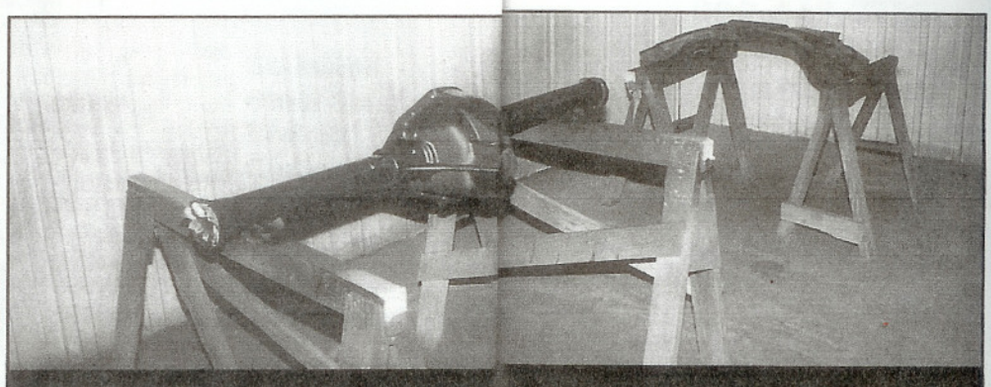
DEALING WITH DANAS



The date code can usually be found stamped into the right-hand (passenger) side axle tube. The date code in this example is 10 16 9A2, which decodes as month, day, and last digit of the year—or in this case October 16, 1969. The rest of the characters were the plant and the shift code.



Here is the assembly after derusting. If you do not have access to a Redi-Strip, you can use a gentle bead- or sandblaster (after a thorough degreasing) to get the desired results.



We use black primer for a number of reasons. One is that after 30-plus years of service, most of the axles' tubes are rusty and pitted. We prime the tubes fairly heavy to fill the pits. We then sand the area and reprime as necessary to smooth any pitting. Originally, the edge of the flange to about 3 inches inward was capped off and didn't get any paint. This is usually the worst area on the tube for rust and pitting. To repair the pitting, we prime and paint up to the backside of the flange and mask off the edges and the face. The cast-iron centersection receives only a light coat of primer for the paint to adhere to. You do not want to lose any of the original porosity with too much paint here. The reason for using primer in black is to safeguard against any of the inevitable chips and scratches that can occur when bolting the U-bolts back on. You do not want to see gray or red primer show through if this happens. The internals are reinstalled and the back cover is also primered.

SOURCES

Frank Badalson
Dept. MPRM; (804) 743-0570
N.O.S. and reproduction parts, correct axle paint, cosmoline, brake backing plate plugs, axle vent valve, and axle plug

Roger Gibson Auto Restoration,
Dept. MPRM, 106 State Hwy. PP,
Scott City, MO 63780; (573) 264-2022
Restoration Services

Mr. Norms Sport Club
(a club for all Mopar enthusiasts)
Dept. MPRM, 15774 S. La Grange Rd., Ste. 256,
Orland Park, IL 60462-4766; (905) 508-0772;
www.mrnorms.com
Subject vehicle, photography, and additional text

Year One Inc.
Dept. MPRM, P.O. Box 129, Tucker, GA 30084;
(800) 932-7663; www.yearone.com
Restoration parts, gear ratio and SureGrip tags, brake lines and hoses