
Subject: Castors

Posted by [slk854](#) on Sat, 23 Jul 2016 03:43:02 GMT

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Just out of curiosity, has anyone ever tried to put ball bearings back in the castors? Yes I am aware that new castors can be had. I just installed new ones on a cab, but have two old ones that have lost all the ball bearings. I just like to tinker with things. I am assuming there are 2 sets of bearings in each wheel upper and lower. I was thinking of using BB's, and loading them in. Anyone ever try????

Steve

Subject: Re: Castors

Posted by [stevem](#) on Sat, 23 Jul 2016 10:11:11 GMT

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The original casters are crimped together in a big hydro press once the the ball bearings are loaded in, I guess if you have a bunch of free time on your hands you can screw with , but I would not and a love to fix things when I can!

The only hope would be to grind the crimp off then drill and tap the shank to take a bolt and a big enough washer to hold / crimp the top to the bottom section again.

Brass BBs by the way are very soft so even if you get them in they will go out of round even before they ware down!

Subject: Re: Castors

Posted by [slk854](#) on Sat, 23 Jul 2016 13:08:43 GMT

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Thanks stevem...I know what you mean. Sometimes I just hate to feel defeated by something, and wind up wasting more time messing with something that should really just go in the trash. I had not given any thought to the softness of BB's, but you are right they do deform pretty easy.

Thanks
Steve

Subject: Re: Castors

Posted by [C4ster](#) on Mon, 25 Jul 2016 12:02:14 GMT

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Steve is right but an added issue is the actual roundness of the balls. Besides the diameter of the balls is/are VERY important to fit into the race without binding. Besides, the cost is not extremely high. This is still an inexpensive hobby, compared to: Cars, horses, airplanes, golf! You get the

picture.
Conrad

Subject: Re: Castors

Posted by [slk854](#) on Mon, 25 Jul 2016 12:50:16 GMT

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Like I said I was just horsing around with one of the old ones. I had just replaced with new ones. I have always prided myself on being able to fix most anything. I am aware that the diameter is important, but was not trying to make a wheel like new again. I just hate to see a perfectly good original castor (other than the bearings) be thrown in the garbage can. They are shiny, and the tire part is still in great shape. I just like to tinker. I grew up when things were repaired. Unfortunately today we live in a throw away society. BTW that castor gets closer and closer to the garbage can every time I go out into my shop.

Thank you all for chiming in. That is what makes this forum great. Everyone is helpful.

Steve

Subject: Re: Castors

Posted by [C4ster](#) on Mon, 25 Jul 2016 14:43:28 GMT

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That reply was mostly tongue in cheek. I'm like you, spend more time and effort fixing something rather than replacing it. The delight and pride one gets from saving an item from the trash is worth the effort. Only to have someone who can't, shrug their shoulders and say "so?" Even that is worth the effort.

Conrad

Subject: Re: Castors

Posted by [slk854](#) on Mon, 25 Jul 2016 15:33:07 GMT

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Looks like we are neighbors. I am in Elk River, MN

One other thing I did once was to repair a knob on the amp face. It was missing the metal insert so I took a 3/8" hole punch and punched out a round piece out of a beer can. Took a 1/4" dowel with laping polish and it shined it up really good and glued it in and you can't tell which one it was now. Yep a new knob only cost a couple of bucks but this was free, and I got satisfaction. I figure as long as you enjoy what you are doing life is good.

Steve
