



J2 TECHNICAL ARTICLE

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From Octagon Heaven

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THE BRAKE DRUMS

The mechanical brakes of the J2 will function properly. I had no problem with mine prior to starting the restoration project. Please keep in mind they are mechanical brakes and thus stopping is an experience slightly different from hydraulic brakes. I am trying to find an article written in 1966 which should give some details on how to properly adjust the brakes for even braking.

The drum of the 8 inch brakes is the key to stopping. The J2 drum has a unique engineering design. The drum itself is steel with an aluminum set of fins pressed over it (see figure at bottom right). The purpose of the aluminum fins are to pick up the heat from the drum and cool the system and since aluminum conducts heat easily, it does a good job.

The center part of the drum face should be painted the color of the body but the aluminum fins should not be painted. Painting the fins would only slow up the cooling process.

The drum must have rigidity to operate properly. It is possible that over the many years of service that your drums have been re-surfaced so many times that there is not enough material left in the steel part of the drum and when the brakes are applied, the drum will distort. If the radius (shown below) has been removed through careless re-surfacing of the working surface of drum, the corner of the drum at the radius will be weak and the drum may fail.

