

## J2 TECHNICAL ARTICLE

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From Octagon Heaven

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### OVERSIZED GREASE ZERK IN OIL NIPPLE HOLE OR GREASE CUP HOLE

over the many years of our little car's lives there have been maintenance problems and some owners did make-shift things to keep their pride-and-joy on the road. One such "fix" was a broken oiler or grease cup. If all they did was to replace the broken one with a "zerk" with the same threads then you have no problem, yet chances are that they replaced it with a standard modern type which has a larger diameter fitting with a much finer thread.

The correction of this to bring your car back to original is one of three choices-----

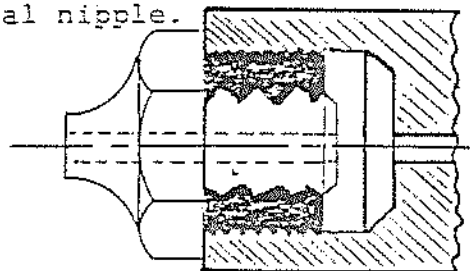
1. replace the complete part that the zerk is fitted to so the correct nipple can be used.  
(This is expensive just to replace the zerk with a nipple).
2. weld the hole closed, redrill and retap.  
(this is okay but the heat of welding may cause change of metalurgy and weakening of the part.)
3. Make a collar similar to a "Heli-coil"  
(This is the easy way and in my humble viewpoint the best)

Take the replacement zerk out and drill a hole in it for tapping the new threads for the original nipple.

Tap the threads for the original nipple.

Cut off the excess end and dress threads.

Fit into hole with original nipple.



There is one of the four brake actuating lever grease cups repaired like that on my J2 and I will almost bet that one body can tell which one was repaired. Quick, easy, inexpensive, and no loss of function or danger of later failure!