



J2 TECHNICAL ARTICLE

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IMPROVEMENT TO THE OUTER BEARING AREA OF THE REAR AXLE

One of the typical problems of the design of the original J2 rear axle was oil leaks into the rear brake drums. This was caused by three different problems -- oil leaking into the drum area from the banjo housing (differential area), grease from the brake actuating arm from over lubrication especially using a grease gun, and grease from the hub grease zerk area used to grease the ball bearing in the inner hub.

If your car has the proper grease cap on the brake actuating arms you can better control that problem. The other two can be better controlled by modification to the original design.

If you refer back to technical article number 64 you will see that a special felt oil seal was used just inside of the banjo housing to keep gear oil from the differential housing from entering hub area. (see oil seal in "blown up" view). This felt oil seal can be replaced by a bushing. Sports and Vintage Motors has the oil thrower, part 1079A. This is identical to the later engineering concept used in the TC Series. The use of the oil thrower also adds more stability to the hub area, especially if your axle/ hubs have some wear.

If you replace the standard ball bearing with a sealed type, then there is no need of greasing the hub with grease.

The above three easy operations nearly eliminates the possibility of getting oil or grease into the brake drum. The modifications are minimal thus you have not really taken away from the originality of the car.