

J2 TECHNICAL ARTICLE

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From Octagon Heaven

Resource: Operator's Manual

ROAD SPRINGS AND TRUNNIONS

The front and rear leaf springs used on the J series are very similar to those used on the later T-Series. Mounting of the front ends of both the front and rear springs are almost identical to that of the later cars. The main difference is in how the rear ends of the springs are mounted. I will come back to the trunnions later.

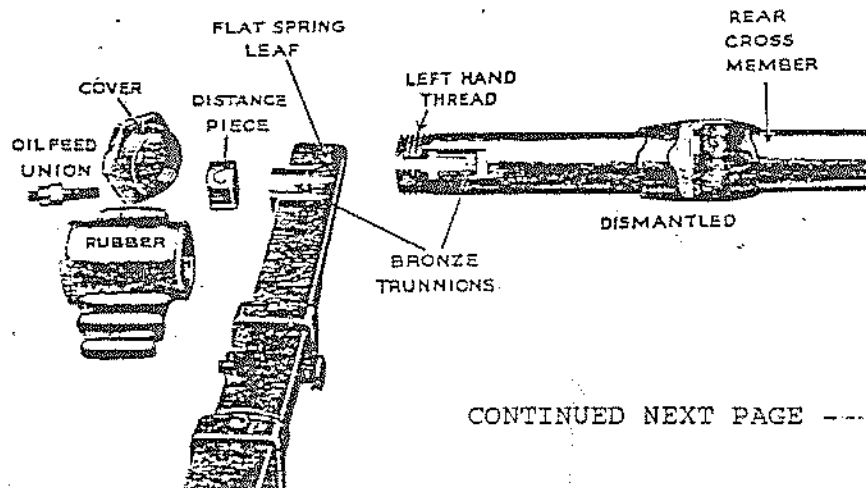
If you are in the process of restoration or want to do some maintenance to your suspension system, I would suggest the following:

1. drop the springs off of the car.
2. dismantle the springs (separate all leaves)
3. Clean by sand blasting. (removing rust)*****
4. Apply a film of grease between the leaves when assembling.
(recommment a lithium grease)
5. Apply black paint to outside for looks.
6. Install springs back onto chassis.

***** Forgot to tell you to inspect for wear and replace all or parts as needed. Areas of wear will be ---

- a. eye and or bolt area
- b. flate end and or trunnions
- c. leaf wear between leaves

Although there is a slight difference in the front and rear trunnion mountings, they are similar in function. Below is a view of the rear spring parts as shown in the Operator's Manual. The only hard part of



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mounting the rear road springs is that the rubber cover must be placed onto the flat spring leaf before sliding it into the slot in the rear cross member. The best way to mount the rear road spring is to mount both ends of the spring at the same time and in doing so there is no binding in the processes. Note that the left hand cover has right hand threads and the right hand cover has left hand threads! Care must also be taken to start the oil feed union into the distance piece prior to tightening the cover.

I found that the mounting of the front road springs were not as easy for the trunnion support housing is not slotted and the front pivot pin area is a "U" shaped housing. I had best success by first sliding the rubber cover onto the flat spring leaf. Then slipping the rear portion of the spring into the trunnion and bolting on the cover plate.

Then by slipping a block of wood between the spring and the chassis and moving the spring back into the trunnion area as far as it would go, I used a floor jack to bring the front of the spring into its position and the pivot pin into the hole.

All that remained to do is then slide the rubber cover up over the boss on the trunnion housing.

