

J2 TECHNICAL ARTICLE

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From Octagon Heaven

MORE ON SPARES SOURCE

Back in February of 1979 I listed spares sources. One of those was TERRY AND BARRY BONE. Since that time, I lost contact with them. In fact they would not answer my letters asking for part availability.

During 1982, Barry Walker advertised that he had bought out the Bone Brothers and listed many items for sale.

YET--- In the December issue of Safety Fast I found a full half-page advertisement from BARRY M. BONE. Barry Bone is back in full operation!!

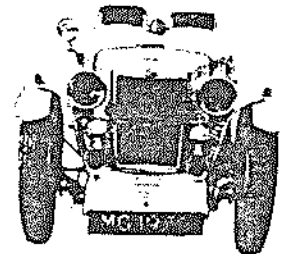


Barry M. Bone

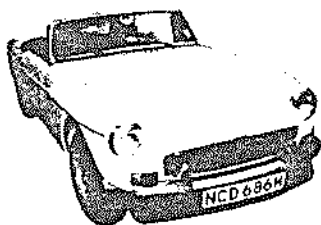
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SPARES SPARES SPARES SPARES

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The manual says to remove shims to decrease end play. If you have end play and there are no more shims to remove, I suggest that you have the center of the end cap built up, machined flat and then add shims to start all over again. This is the first of two critical points for sloppy steering.

The rocker shaft fits into the box with a follower arm to follow the worm gear. If there is wear to the rocker shaft, you may have to do machining and install bushings. Do this only if there is side play to the rocker shaft. The slop in the steering as motion is transferred from the worm gear to the rocker shaft is in the follower arm. Unlike the later cars, this is controlled by four "balls" which are called hemispheres.

Note from the drawing that the hemisphere has a flat side. With time and wear, this flat side becomes flatter. The manual says to replace two on one side and check play. If needed replace all four.

The fun part of replacement is that it is a blind job. Even with a little oil or grease, it is difficult to position the follower arm at point of contact so that as you assemble the unit, you do not knock out one pair of hemispheres!

It took me four tries using a film of grease to hold the hemispheres in their holes to finally get them in.

If the steering gear box is tight, then any slop in steering is in the tie rods or in the king pints.

