

## J2 TECHNICAL ARTICLE

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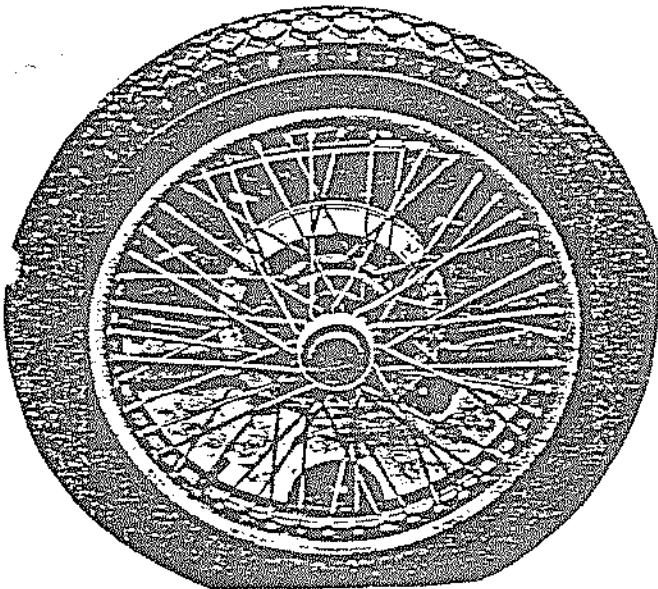
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From Octagon Heaven

### RIMS

The J2 rim was an outside laced rim. That means that the spokes from the hub connect to the rim to the outside of the rim.

The 4.00 x 19" intertube valve stem hole is in the center of the rim.



When restoring the rims, sandblasting the old paint and rust off is the best method of cleaning them. You can strip the paint and rust by dipping but that can become a as the acid gets into the bead and may eat away at the metal before it loses its power.

Once the rim, spokes, and hub are clean; check the splin on the hub to make sure it will seat on the spindle hub on the axle.

Next check all spokes to find bent or loose spokes. bent spokes should be replaced.

Next you are ready to make sure the rim is circular and true (no face run-out).

A local motor cycle repair shop may be able to adjust the spokes to get the rim round and true. Adjusting spokes can become a problem as some of the nipples after 50 years are rusted in the threads to the spoke. If that is true the spoke has to be replaced. A good operator can may times salvage the spoke and only have to replace the nipple which is much cheaper.

When I restored my TC, I sent the rims to a well known, national rim shop and had him clean, adjust, and paint my rims. He told me that all spokes had to be replaced. The cost was about \$500.00. When I did my J2 rims I went to a local motor cycle shop who does cycle wire wheels. and he did all 5 rims for \$135.00 only replacing one spoke and using about 10 new nipples. I painted the wheels myself.

