



J2 TECHNICAL ARTICLE

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From Octagon Heaven

Resource: Octagon Car Club

Thanks Richard Hartman !

RESTORATION TIPS

The following were tips given in resoration. You may find the ideas helpful.

A pity that having to earn a living, interrupts what I could happily do for hours every day! The tremendous advantage in doing the assembly from 'scratch' as it were, is that I can use new plated bolts, waxoyl/and grease in great abundance, assisting any future dismantling and extending the life of things. It is also possible to do the odd little worthwhile 'modifications' in areas where modern materials and/or techniques are useful. The following tips may help others in their re-builds:

1. 'Waxoyl' every part where two surfaces are bolted together — especially on the chassis.
2. 'Waxoyl' all bolts passing through silent-bloc bushes — often a source of foul language when the time comes to remove same!
3. Make up a simple oil-flinger for front of crank shaft to encourage the oil to stay in — this fits behind the item which would normally form the pulley for an engine fan. There is plenty of room for a flinger of 2 1/2" diameter.
4. It is possible to machine up a component to hold an oil seal (I used an Ariel/BSA front fork oil seal) and to weld this onto the nose-cone of the pinnion carrier for the differential assembly. The welding is tricky and my tame engineer used expensive 'maintenance rods' to overcome non-compatibility of materials. Slight distortion of the housing occurs, but all has assembled up nicely. I have still got to look at how to seal the rear-hub to axle assembly — dire warnings from the knowledgeable people like Barry Dean suggest oily rear brake shoes on 3M vehicles are a common feature!
5. Headlamps — resilvering of reflectors is expensive, so I have paid particular attention to sealing the glass to the rim. It has used up a third of the tube of the vintagegents delight — silicone gasket seal (or "Instant Gasket"), but I feel is a worthwhile task. I applied a thick layer to the rim, on the inside, smoothing this then leaving over-night to harden. I then put this layer onto the glass, placed glass into rim before it set, put on the 'W' clips and hey-presto, a nicely sealed job.