



## J2 TECHNICAL ARTICLE

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From Octagon Heaven

Source: Mac Reynolds

Thanks Larry Lee

### BEARINGS SUBJECT TO HEAVY WEAR IN TRANSMISSION

In certain MPM cars (J2, L2, etc.) there are two bearings subject to heavy wear that are no longer available.

The transmission has 23 loose rollers (part #MG 363/148) nestled between the third speed constant mesh gear and the layshaft. Each is .250" x .875" long-- flat end needle rollers. Your replacements are found in a good mill supply house in the form of hardened dowel pins. These come in packets of 20 and 100 at about \$9 for 100. Cheap! Rockwell hardness is 60-65. Diameter is .2502", which will compensate somewhat for gear and layshaft wear. One end of each should be dressed by chucking in a drill and applying emery cloth.

The clutch thrust bearing (part #P 110/338) hasn't been made since 1938. Buy a Paragon #SK-401 bearing from Continental Bearings Corporation, 2515 South Wabash Avenue, Chicago, 60616, at \$3.50 and postage. The inner race fits nicely, but the outer race is too small of diameter to press into the bearing housing (a sheet metal stamping). Turn a ring shim or use shim stock around the bearing to fill in the gap. Lock in place with red-colored Loctite Stud'N'Bearing mount. A propane torch will soften the Loctite if you ever replace the bearing.

Before assembling the bearing on the bronze operating sleeve, slip a thin washer (.010" will do) in front of the bearing. This will prevent the outer race from rubbing. Alternatively, grind a bit off the forward edge of the bearing outer race.

Pack the bearing with hub grease and do so every two or three years. Strange to say, the oiler on top of the bronze thrust housing does not lubricate this bearing. Its purpose is to lubricate the fore and aft movement of the assembly. #140 oil is used, not grease, and sparingly so.

Mac Reynolds  
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