

J2 TECHNICAL ARTICLE

Number 230

From Octagon Heaven

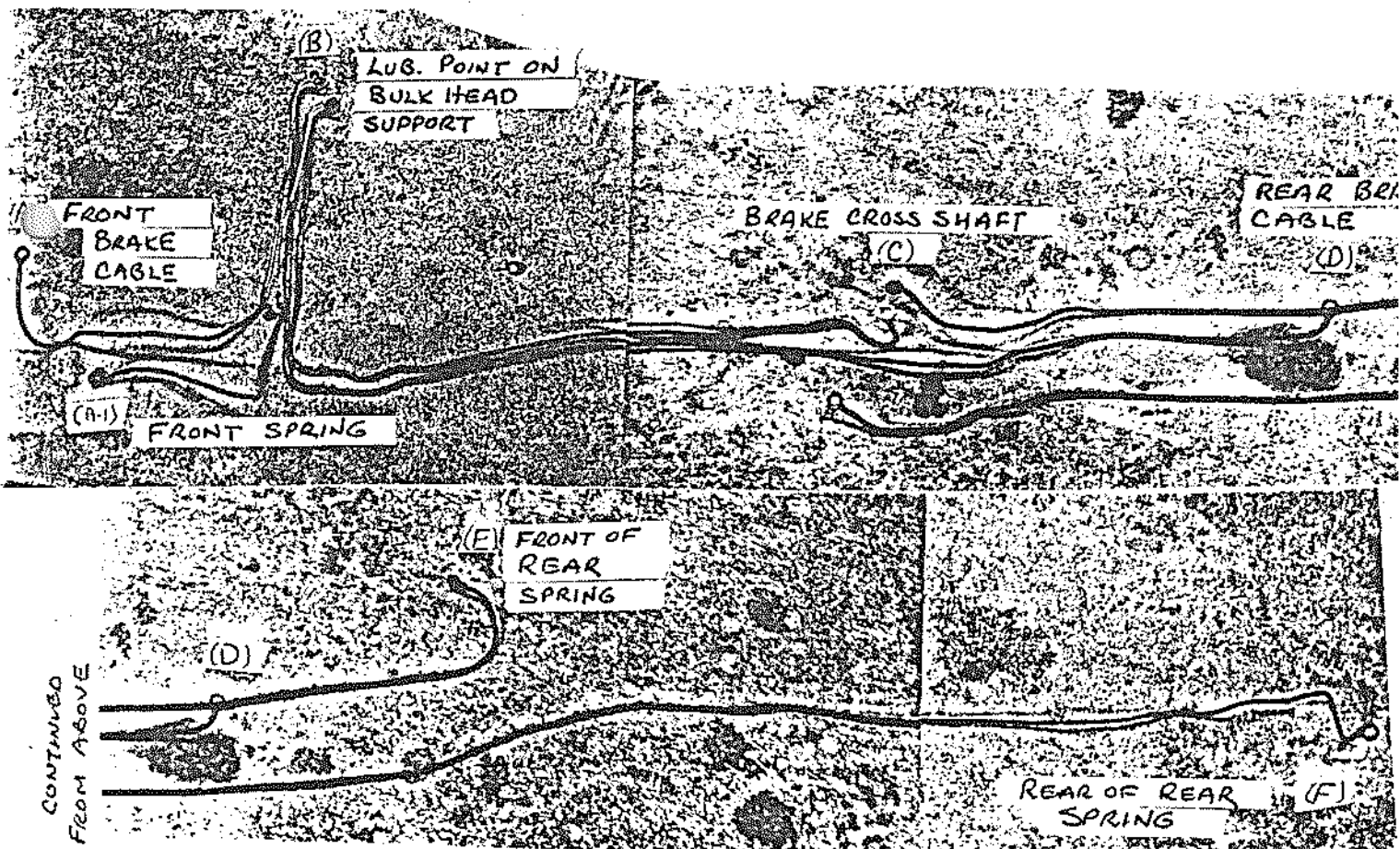
September 6, 1984

MORE ON THE TECALAMITE LUBRICATION SYSTEM

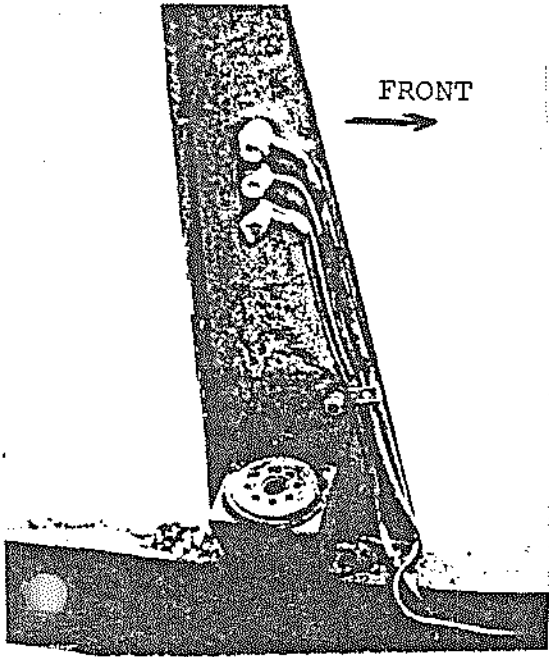
Technical article number 84 and 85 explain the clamping and routing of the lubrication system. I have been requested to go into more detail as to the routing of the tubes. The following was my car as it was taken apart. My English friends said it was originally correct. I can believe them as there was as much paint on the tubes as on the chassis and the tubes were originally not painted!

There are six tubes on the left side and seven tubes on the right. the six tubes on each side are routed the same. The one additional tube on the right side supplies oil to the steering gear box from the trunnion at the rear of the right front spring.

The photo below is of the six tubes of the left side, laid out on the garage floor in the basic form that they were in when removing from the car.

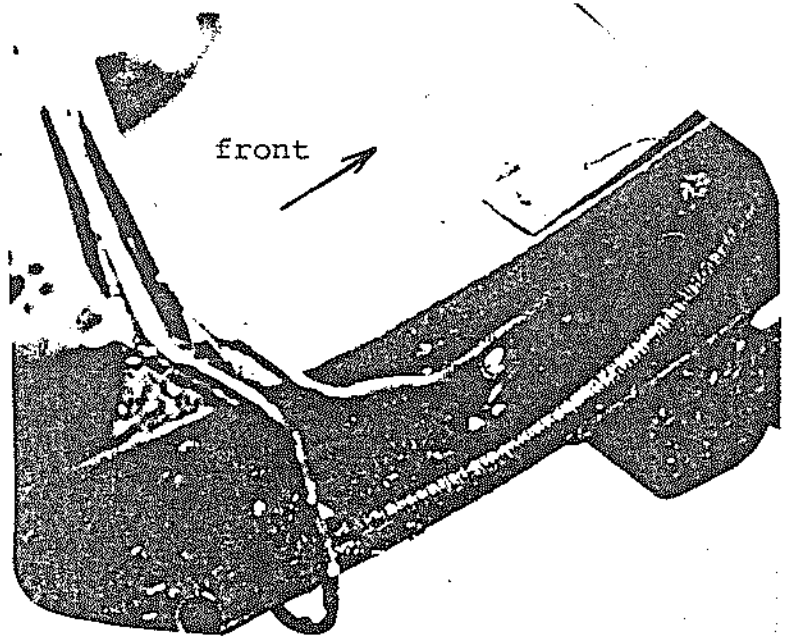


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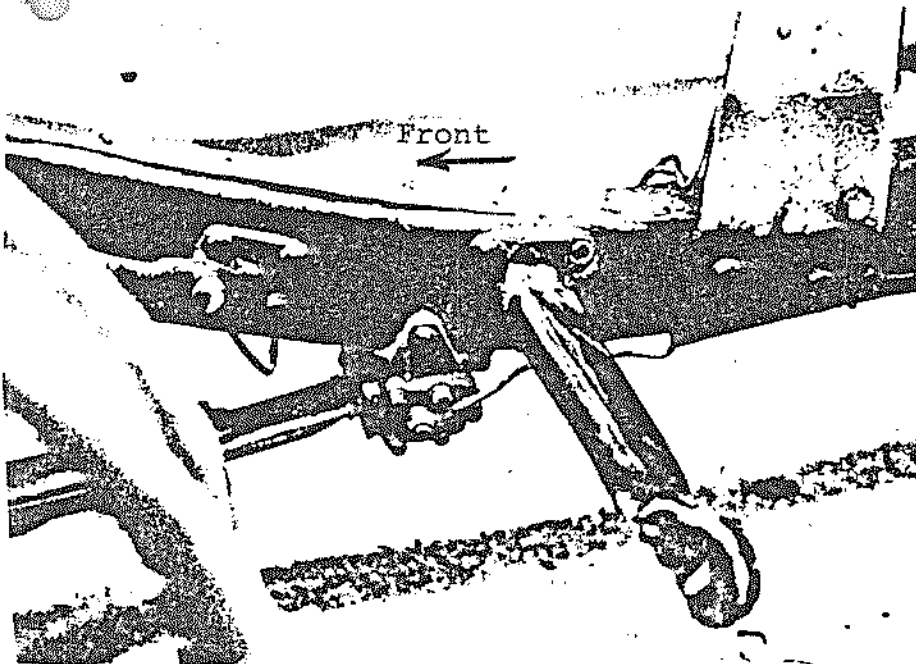


Inside of the left bulk head support showing the four tubes en-route down to the chassis. Two tubes are routed to the front and two to the rear. The two to the front are for the front brake cable and the front spring.

Note in this picture to the left and the picture below that the two tubes that go to the front are routed to the inside of the chassis. The two tubes that go to the rear are routed to the outside of the chassis (more on that later).



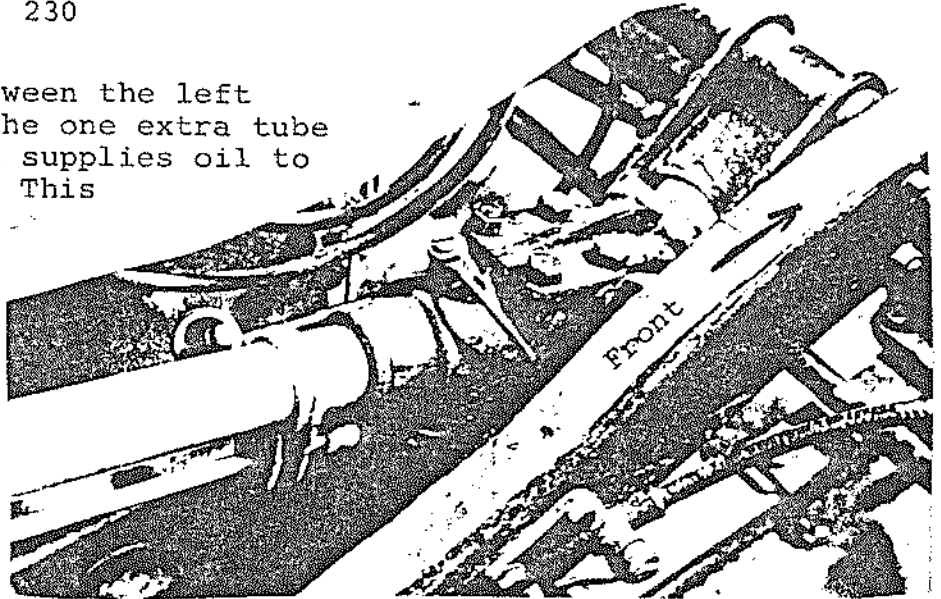
The photo to the right is of the inside of the left bulk head support with the tubes in a more proper location (do not cross over as shown above). Note the front tube travels up the inside of the chassis and is heading for the brake cable. The rear tube goes down and under the chassis, then to the front and to the spring.



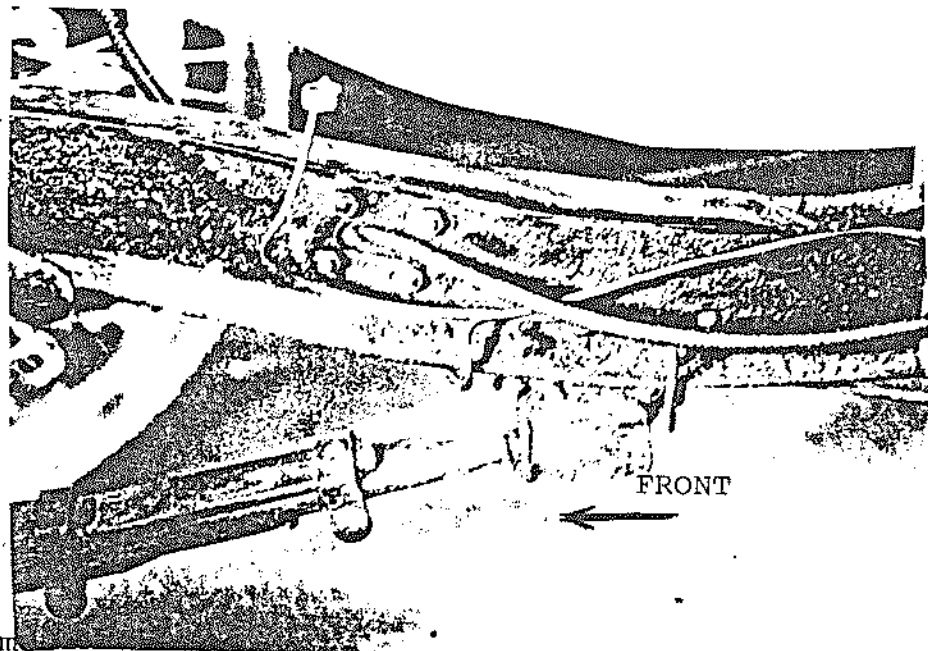
The photo to the left is again of the left bulk head area but now from the outside of the chassis showing the two tubes routed to the brake cable and to the front spring trunnion.

There are no clamps to support these tubes below the one inside the bulk head support brkt.

The Only difference between the left and the right side is the one extra tube on the right side which supplies oil to the steering gear box. This tube which can be seen coming off of the gear box to the outside goes down, into protection of the chassis back to the rear of the front spring trunnion box, down under the chassis and up to the banjo bolt on the spring trunnion.

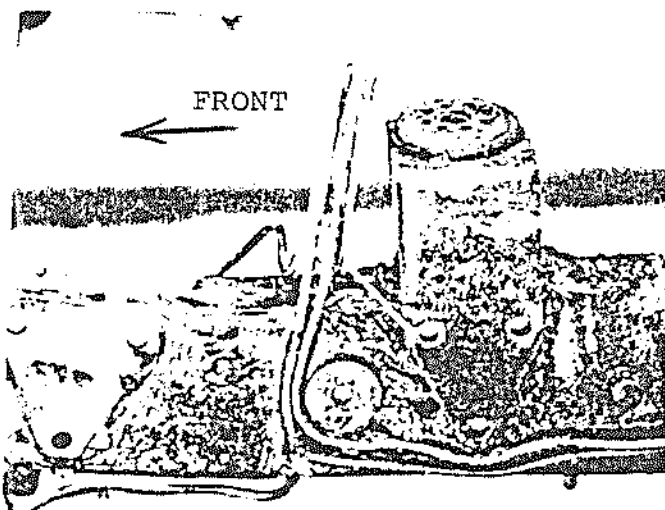


The photo to the right gives a view of that tube after the steering gear box had been removed and looking at it from the inside of the car.



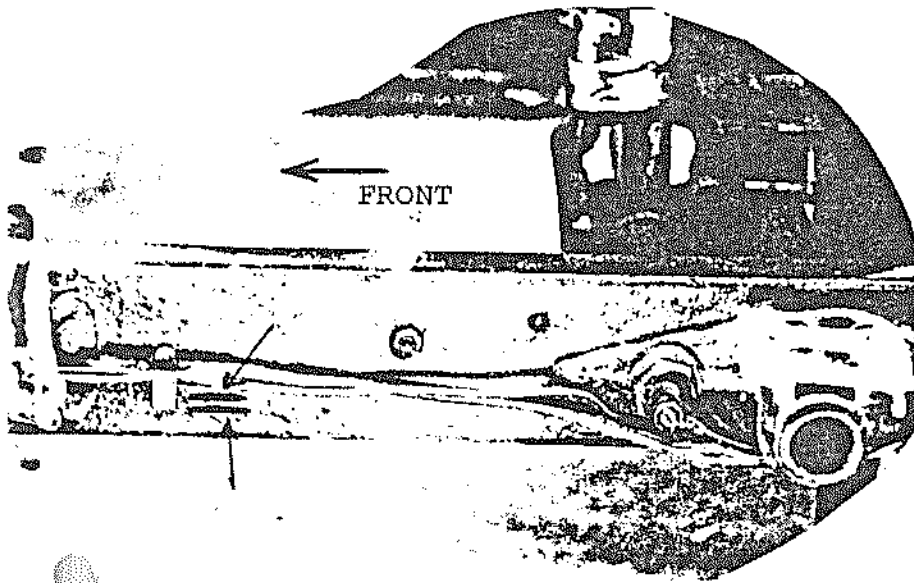
The photo below now shows the other two tubes that come from the bulk head lubrication point on the bulk head support -- the two that I stated were routed to the outside of the chassis ---

The picture ^{below} was taken from the outside of the car, and looking at the left hand bulk head support area but with the bulk head support bracket removed. Notice there is a heavy round washer which is made out of rubber which the two tubes bend around and head to the rear of the car along the outside of the chassis. That big rubber washer is there to allow the bulk head support bracket to be fastened on tight and the two lubrication tubes to be routed under it so they can set nicely against the chassis on their trip to the rear.



They are positioned one above the other.

Originally they probably did not have all those nice little waves in them, Only years of care can add that touch!



To the right you see the two rearward bound tubes as they travel along the chassis from the bulk head support bracket area to the brake cross shaft area.

Notice the two marks drawn on the chassis. That is where the tubes should be routed. See the clamp just ahead of the two marks.

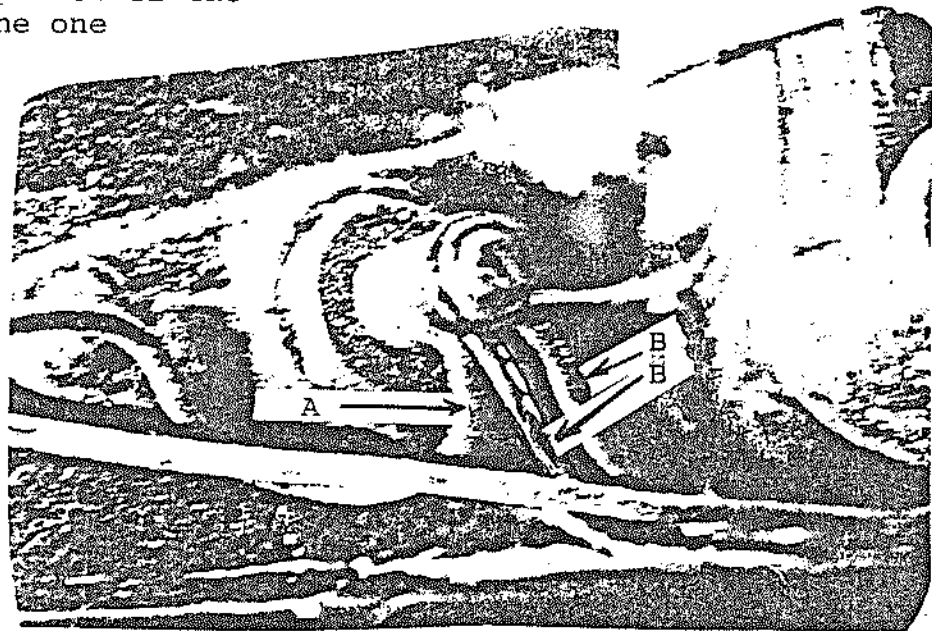
At the brake cross shaft one of the tubes stops and the other is routed on and down under the body support bracket and back up onto the side of the chassis again.

To the right is a close up shot of the brake cross shaft where the one tube is connected. Notice this bango bolt supports the introduction of two new lubrication tubes.

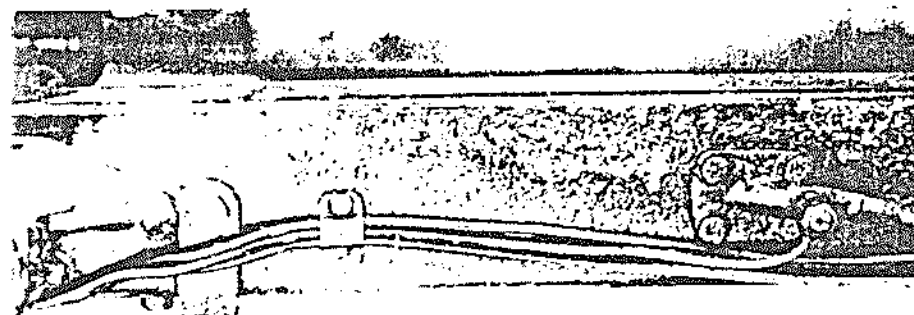
A - Tube coming from bulk head support area

B - Tubes going on to the rear to the rear springs.

Make note here of the banjo bolt for in the head of it is a screw head. That screw head is part of a flow control system and is called the "Adjustable feed Plug" Technical Article Number 24.



The photo on the left shows the one tube that has come all the way from the bulk and is heading from the rear brake cable. This photo is just behind the brake cross shaft and shows the tube connection to the rear brake cable.

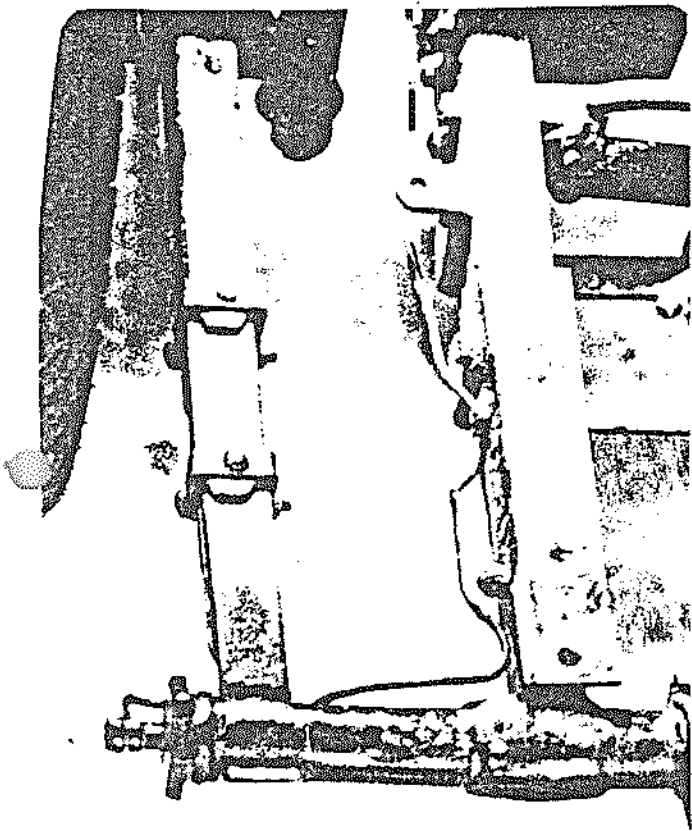
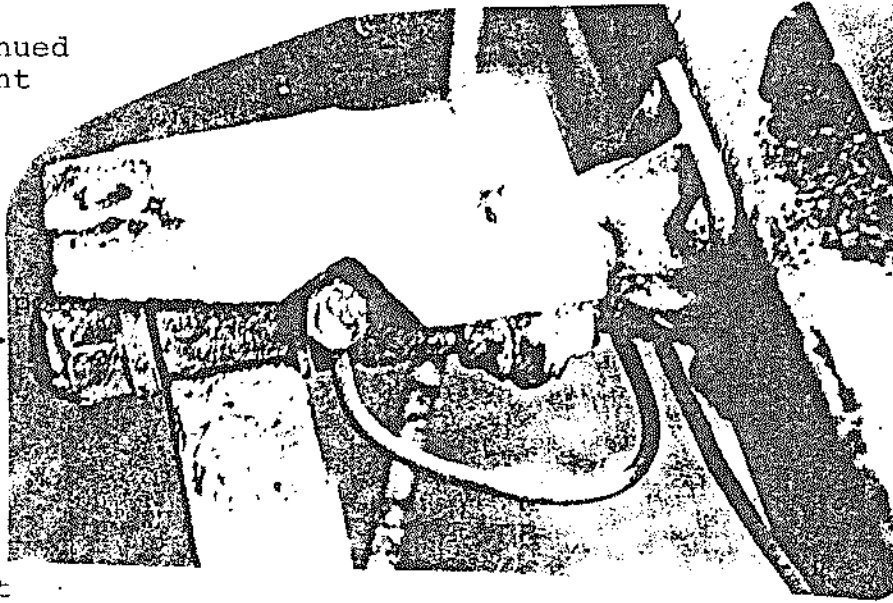


The two tubes that continued past the lubrication point at the rear brake cable continue on rearward to the rear spring.

The photo on the right shows the lubrication point at the front pivot point of the rear spring.

The lubrication tube passes under the rear body support and pivot point and up to the banjo bolt.

The one last tube is left to travel on back to the rear trunnion.



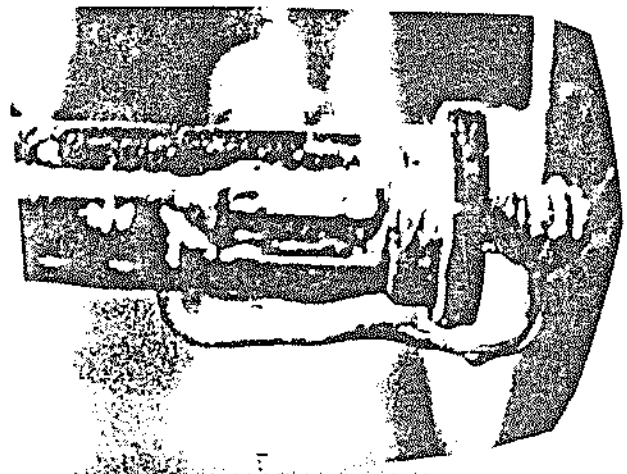
The picture on the left is the shot of the last tube as it heads to the final lubrication point.

Note the point where a single clamp is located.

Below is another phot but of the right side rear spring instead of the left side. It gives a view of some of the last bends of the tube.

I do not claim that every tube is 100% correctly routed but when asking my authorities in England they all responded by--"that is correct".

I hope this all helps in your rework of your system.



This system was designed to transport oil to the lub. points. I am told that many of our previous owners have tried to put grease through the system. It does not work very well, ending up with dried grease in the tubes. Boy is it hard to get out!