



J2 TECHNICAL ARTICLE

Number 251

May 5, 1985

From Octagon Heaven

Source: John Morris

GEARBOX BEARINGS

John wrote some time ago and said that he had just ordered new gearbox bearings and would pass the information along as soon as he confirmed them.

John has advised me that as near as he could tell, without driving the car, all of the bearings are correct. The bearings are as follows:

MAINSHAFT Bearing-----

SKF # RMS7 (Federal # M59)

(This is available with a seal on one side as mentioned in an technical article-- John got the one with the seal).

TAIL SHAFT BEARING -----

SKF # RLS5 (Federal #LS7)

ROLLERS FOR LAYSHAFT AND FRONT OF TAILSHAFT TO MAINSHAFT -----

Total of three ---

HYATT # 93216

BALL BEARING PILOT FOR FLYWHEEL CENTER -----

SKF # 6207 RS

Weather they were original or not we do not know, but John reported that all old bearings which were removed were SKF-ENGLAND.

Finally John reported that the rollers used between the constant mesh gear and the laygear are also available, but are slow movers and thus not stocked by the supplier. John could have gotten them in quantities of 1000. Instead he used 0.250" drill stock ground to 0.875 length.

Note the 0.875 is with tolerances of +0.000, -0.002

John said that he imagine using dowel pins as described in the earlier technical article would work as well but he thought the drill stock might be made to a more exact tolerances and finish hardness.

Thanks John for some more very good helpful information!