

J2 TECHNICAL ARTICLE

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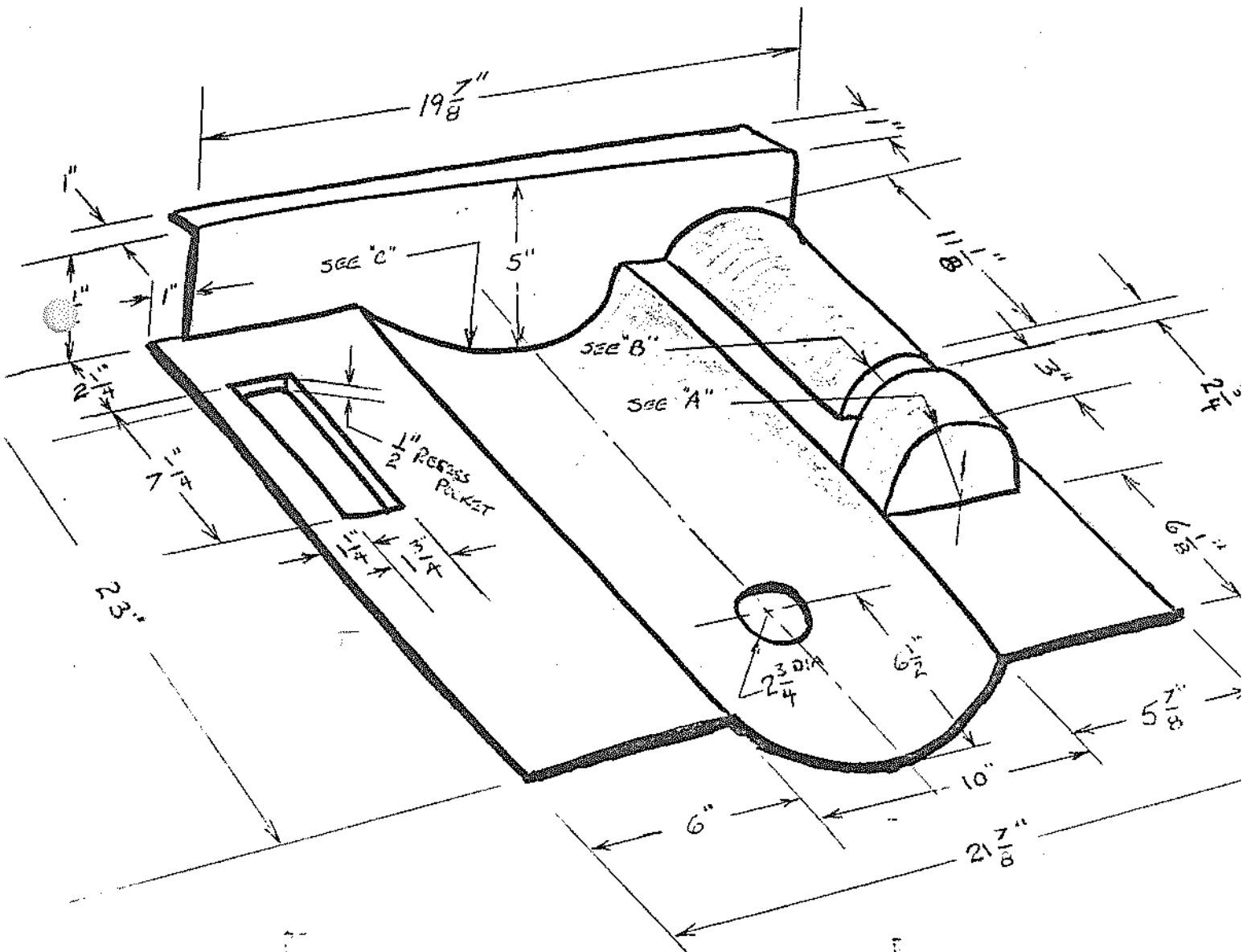
From Octagon Heaven

Source: Barry Walker

UNDERTRAY

I finally obtained an undertray for my J2. It was only after a long time with a series of letters between Mr Walker and myself for I wanted a tray but refused to accept the units he had as he admitted that the welds were not good welds. Finally he advised me he had one that was good and so was the price! It turns out that this one was "specially made for me", an "exact duplicate of the original that he has in the shop" (sounds like the others he is selling are not?)

Never the less, if you have a good sheet metal shop available, you might want to try making your own! The details follow.-----



So, everything that is here is based on the unit that Mr. Walker claims is an "exact duplicate of the original:

The Tray is made out of 20 gauge black iron (steel). I measured it at 0.036" which is about 20 gauge.

The dimensions are basically on page 1 with detailed items on page 3 and page 4.

- finished width (with curved bottom) is 21 7/8"
- length is 23"
- riser (which goes up between the chassis members at the rear is 3 1/2" high (above curved bottom is 5")
- width of the rised portion is 19 7/9"
- the radius and diameters of the curved parts are shown on page three, section 'A', 'B', & 'C'.
- There is a round hole with a sliding door under it in the center of the front for draining the gear box oil.
- There's a rectangular, recessed box on the left, rear area

The recess pocket or recessed box is to allow operation room for the brake parts coming back from the brake pedle to the brake cross shaft.

The cone shaped area (detail 'B') on the left rear is for clearence for the silencer (muffler).

The larger, but shorter cone shaped area (detail 'A') is for clearence for the silencer clamp.

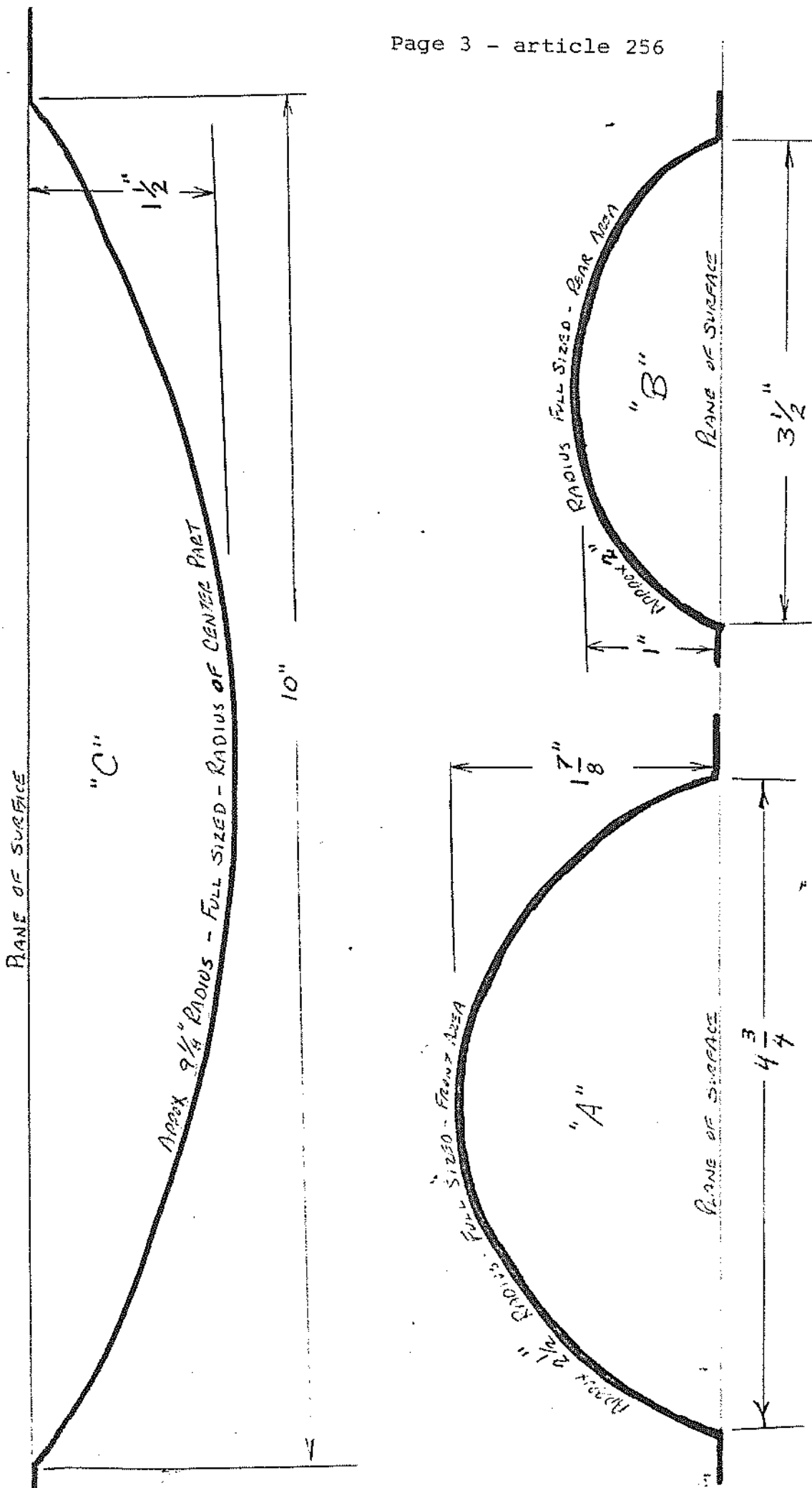
According to Mr. Walker the undertray fits up against the draft excluder plate but does not have any rubber piece on the edge to seal off at the draft excluder or to keep it from vibrating.

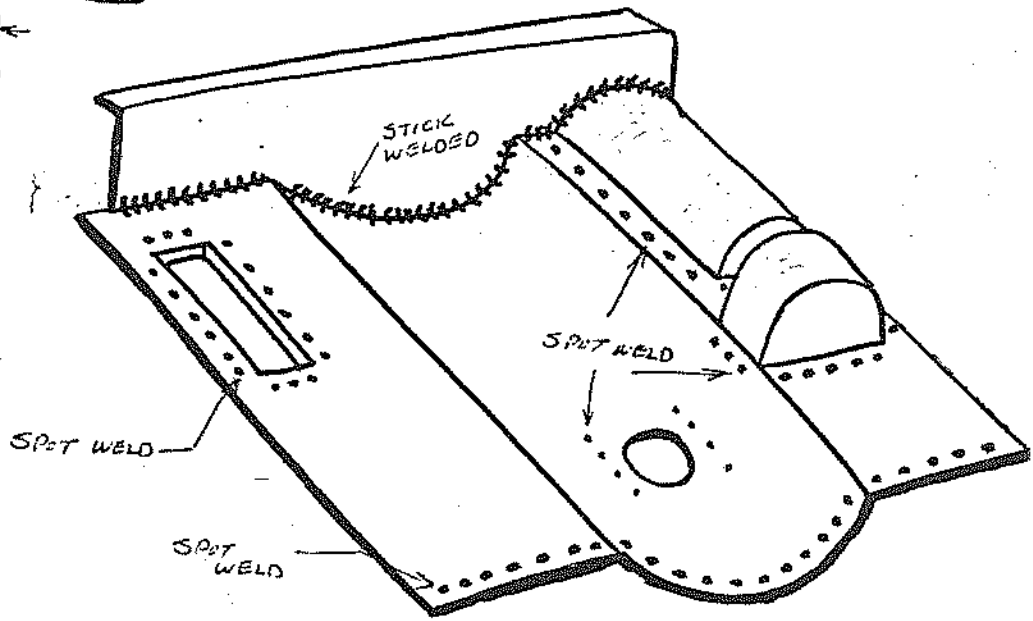
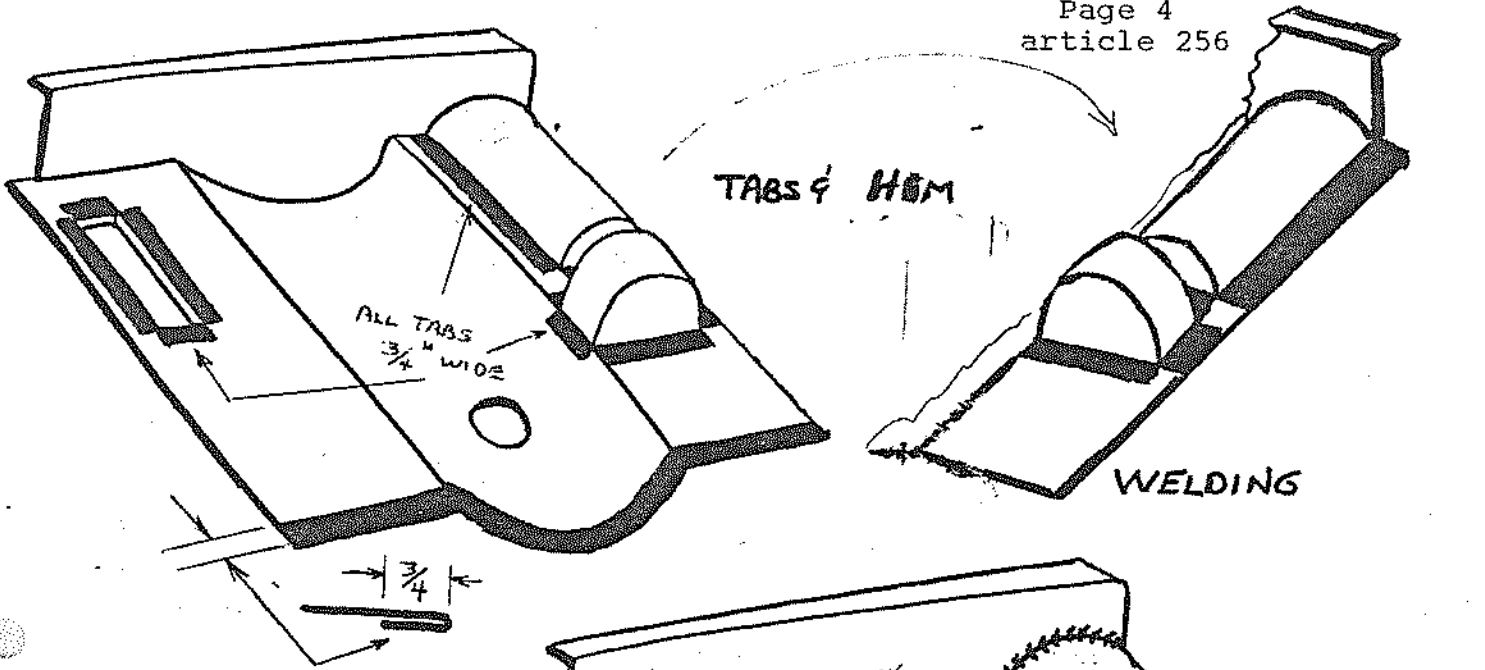
The undertray is bolted under the chassis and there is thin felt laid between the try and the chassis for vibration control. The vertical piece at the rear is free standing and is not fastened to anything at the top. I am not sure how many bolts hold the tray in place as I have not fitted mine on yet.

I think it is going to be a pain in the neck for to get in on or off one must take the exhaust system off! I am also told that it really does a nice job of serving as an oil catch pan for leaks from the bell housing of gear box! Thus if you spring a leak, you might not know it, for a while!

Since I can not find any tapped holes in my chassis, I must assume that you use bolts with lock washers and nuts. This means that to drop the undertray on an assembled car, the floor boards must come out!

So I have the famous undertray but I am not sure I am excited about the E76 plus shipping of E26 for a total of E102.00 (\$158.24) it cost me!





WELDING LAYOUT -- TABS AND HEMS SHOWN

