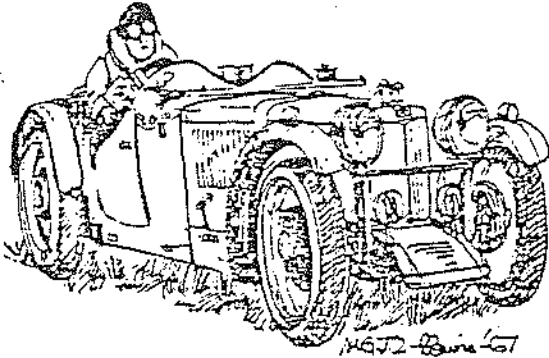


## J2 TECHNICAL ARTICLE

Number 69

From Octagon Heaven

December 24, 1981



### WHICH NIPPLE DO I WANT ?

DO I WANT ORIGINAL TYPE NIPPLES FOR RESTORATION PURPOSE?  
DO I WANT MODERN TYPES FOR BETTER LUBRICATION?

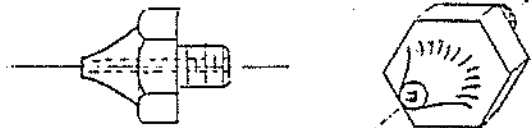
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Our English friends have never heard of the term zerk. Their term is nipple and so all grease zerks are referred to as grease nipples. I have also noticed that even in the Instructional Manual that the term grease nipple is used even when the type of lubrication specified is oil! So be careful!

Never the less, there is a distinct difference in the nipples of the 1930's and the nipples of this modern world. You must decide which nipple you want. From my research, here is what I have found.

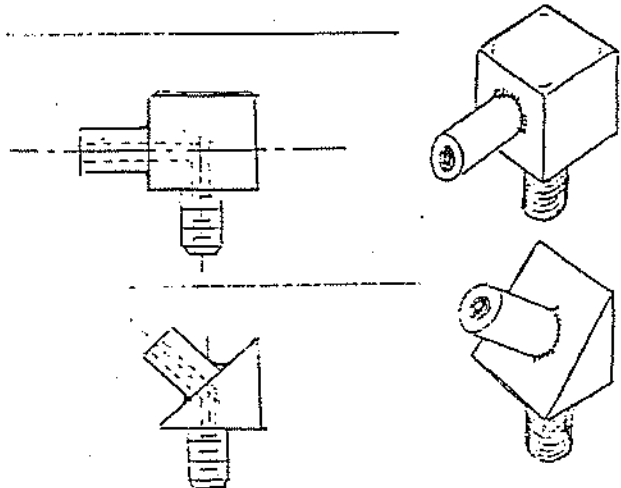
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This is the type of nipple originally used at the central lubrication system (on the bulk head supports), on the propeller shaft, on the shifting linkage. It is a hex head with a "nipple" for accepting the gear oil.



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Here is a 90° nipple and a 45° nipple found on the original tie rods and on the king pins. Note that the nipple is slightly different in shape.

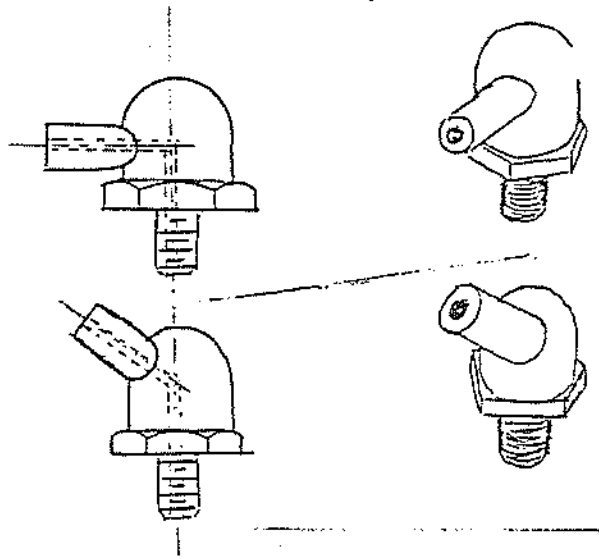


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All of the above are brass type fittings and thought to be the original type used.

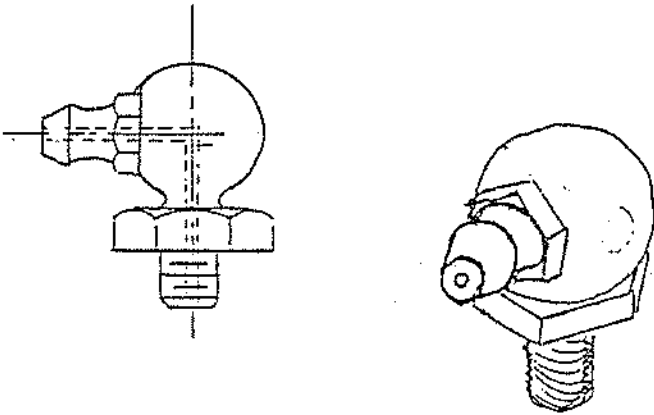
(continued)

This type appeared to be a replacement type for the 90° and 45° nipples as shown on the other side. They are made of steel (similar to modern type "zerks"). There is no real design change as the nipple itself is the same shape as the earlier ones. Some believe these were used as standard factory parts on the later cars.



Of course there is the modern style Grease Zerk or nipple. This type has an advantage of locking onto the "grease gun" and instead of the grease coming out around the nipple, the pressure of the grease gun will force the grease into the area where you want the grease.

This is a steel type material similar to the one above.



In conclusion you must decide if you want to use the original style for the appeal of a perfect restoration, or do you sacrifice a little of the restoration value for good lubrication. Keep in mind now, most of the nipples on the J2 are for oil (gear box weight) and not grease.

Well, I can not answer your question for you for I have not gotten to a decision on the whole matter for myself!