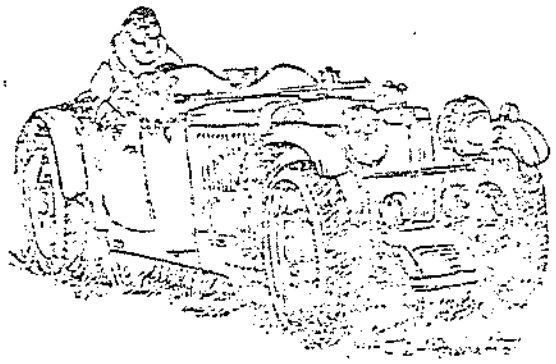


J2 TECHNICAL ARTICLE

Number 84

From Octagon Heaven

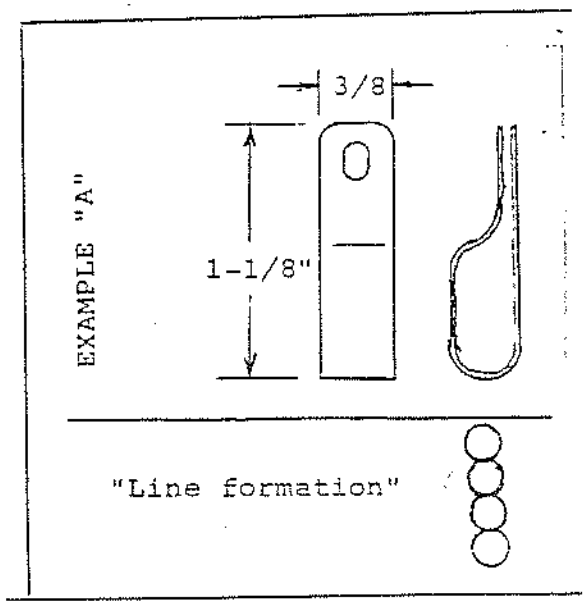
March 1, 1982

THE TECALAMITE LUBRICATION SYSTEM (CENTRAL LUBE SYSTEM)- RIGHT SIDE

There are 7 lube tubes in the right side of the chassis. There are only 6 tubes on the left side. The one additional lube tube on the right side is the one that transports lubrication from the right-front spring rear trunnion to the steering box. All other tubes are similar to the left side. Even so there is a distinct difference between the right and left side in terms of clips and clamps and because of that difference we are addressing the two sides in two separate technical articles.

There are three types of clamps and clips used on the right side.

The first clmap is loacted on the bulk-head support, about half way down the leading edge between the lube nipples and the chassis. All four lube tubes are held in position in a line formation. This clamp is made of brass and is not painted. See example "A".



Note: the clamp on the left side is identical to this clamp.

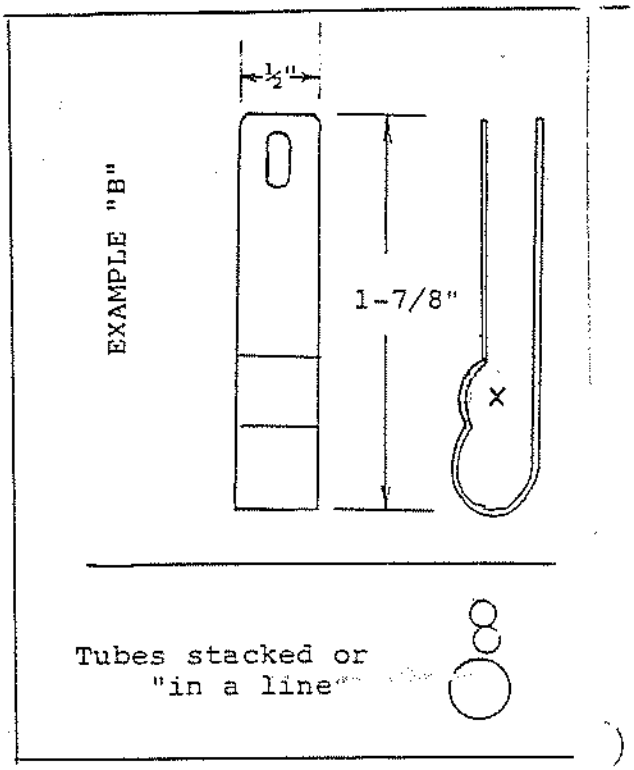
Two of the four tubes are routed forward from the bulk-head support to lubricate the front brake cable and the rear trunnion of the front spring. There are no clamps or clips supporting these two beyond the one discribed above as they are both short tubes. Care must be taken to insure that these two tubes do not rub or vibrate against the chassis. (see technical article on tube routing.)

The two tubes which are routed to the rear pass under (between) the bulk-head support and the chassis and rearward along the outside of the chassis.

Just to the rear side of the bulk-head support the fuel line or petrol tube joins the two lube tubes and becomes a package combined in the clamping process.

(continued on back side)

Just about one inch to the rearward direction from the bracket which supports the "Under Bonnet Side Valance" the two lube tubes and the fuel line are held by the second style clamp. This clamp is seen in example"B". It is also a brass clamp and is not painted.



The three tubes are positioned in the clamp so that that fuel line is at the bottom and the two lube tubes are above one another above the fuel line so that they are in a line.

Looking on to the rear we find that one of the lube tubs then is connected to the brake cross-shaft. Two new lube tubes are now picked up off of the triple banjo fitting at the brake cross-shaft and join the fuel line and the one remaining rearward bound lube tube.

Approximately half way between the brake cross-shaft and the rear spring front pivot shaft is another clamp. This clamp looks very similar to example "B" above with one exception. The area marked with an (X) is longer allowing for three lube tubes to be stacked in a line above the fuel line. This clamp is also unpainted brass.

The original tube of the three tubes ends at the rear brake cable lub point. One of the other two tube terminates at the pivot shaft for the rear spring leaving just the fuel line and one lube tube to continue rearward.

About 9 inches to the rear of the rear spring front pivot shaft there is another clamp similar to example "B". Since there is only one lube tube and the fuel line, the area marked (X) is smaller than that of example "B". This clamp is also unpainted brass.

The last clamping point for the lube tube is just 6 inches from the end of the chassis. The fuel line has departed so the rear spring trunnion tube is all by itself. This holding point is a clip. It is a steel clip like example "C" and is painted black.