

U-JOINT RESTORATION

Many members own Durant products which use the Spicer universal joint between the fly-wheel and transmission. Through wear and aging, the rubber balls which cushion this joint become hard and brittle, and should be replaced when restoring your car. This article deals with making the required fixture, and then replacing those rubber balls.

THE FIXTURE

Required parts:

- 4 - $\frac{1}{16}$ " stainless steel strips 6" X $1\frac{1}{4}$ "
- 4 - 1" machine or slotted screws with wingnuts

Scribe center lines and score lines in the stainless steel piece before cutting. When steel is cut, drill holes as noted in Fig 1. Bend on sheet metal brake at score lines to form fixture shown in Fig 2. Curvature can be formed by bending each piece around the body of the spicer joint to get an even bend. Brake should be used for 90° bends only. This can also be done in a vise with no problem.

After four pieces are shaped, assemble as shown in Fig 2. The jig is now ready for later use.

Fig 1

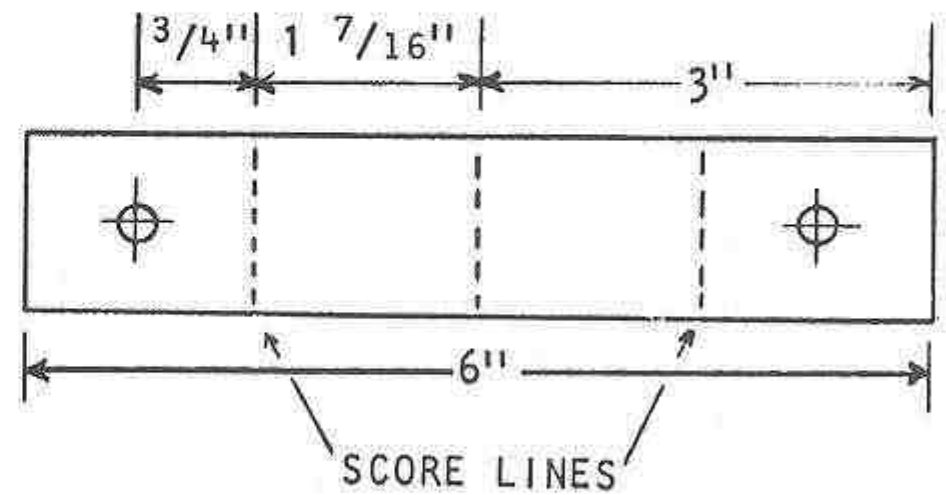


Fig 2

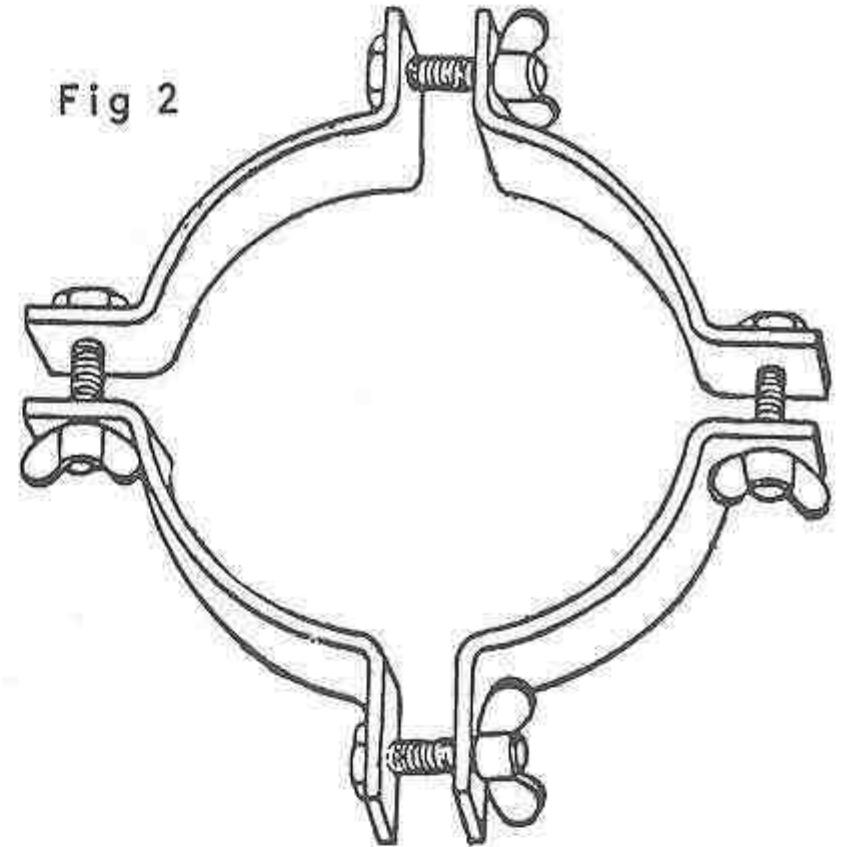
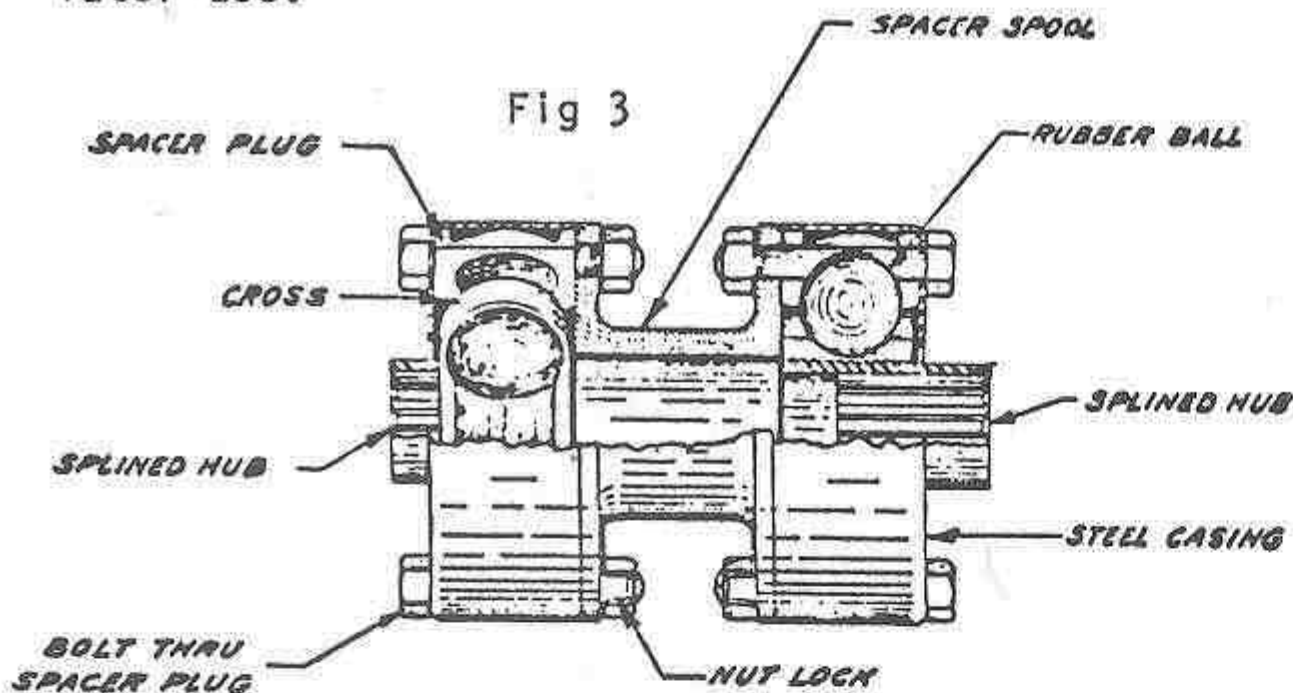


Fig 3



When the U-joint is removed from the car, take out all bolts holding it together. No need to worry about the insides popping out when the U-joint is taken apart. Rust and dirt accumulation will make removal of interior parts difficult. Note construction of joint in Fig 3.

To ease removal of interior parts, spray with penetrating oil and let stand for a few minutes. Then, use a hammer and tap the case away from the interior as shown in Fig 4. If this fails, place unit on solid surface, and tap gently, the unit will separate easily.

With the unit dismantled, clean all parts thoroughly, and paint the outer steel casing with a coat of primer.

Fig 4

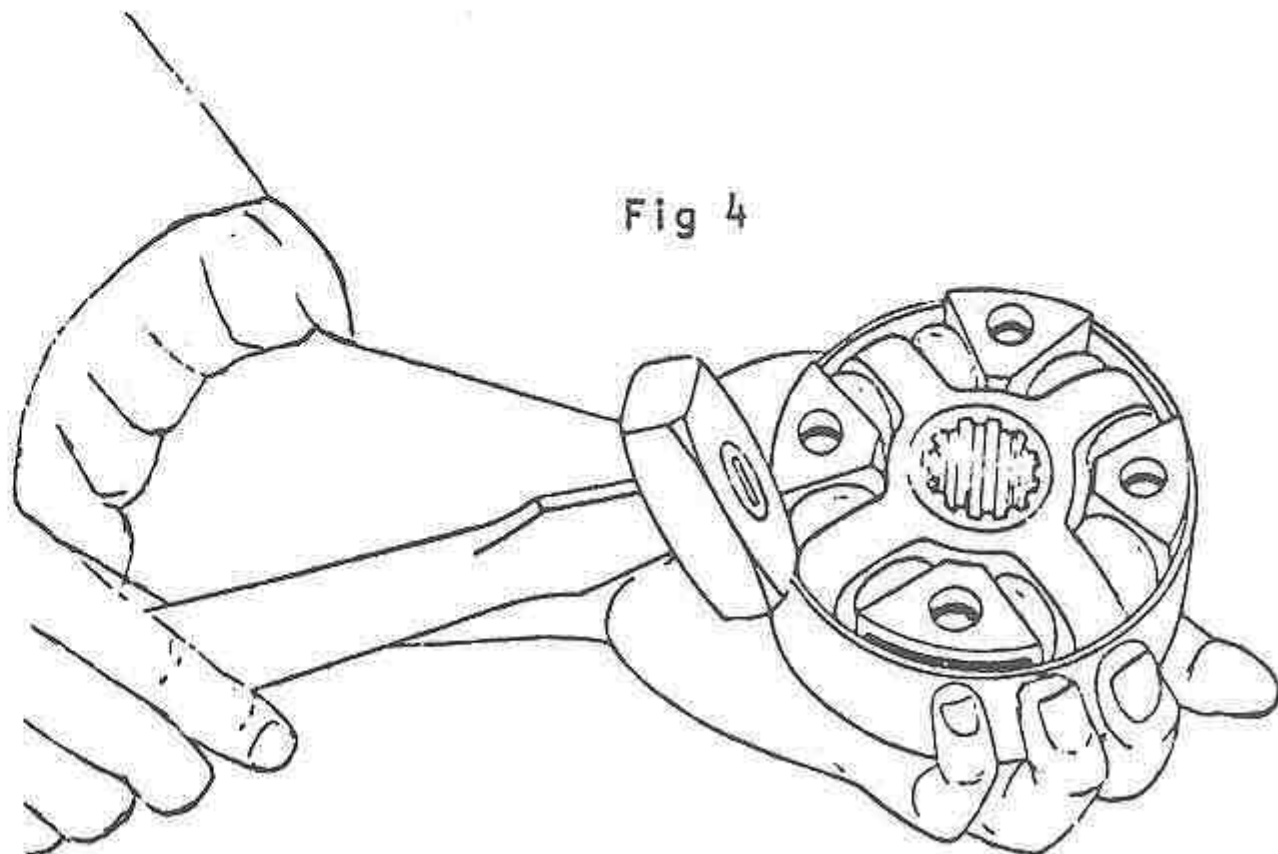


Fig 5

The rubber balls used in this joint are 1" diameter, having a durometer (hardness) of 55-65. A set of 16 rubber balls, enough to rebuild one complete U-joint, can be obtained from the club office for \$11 postpaid.

[illegible]

For an excellent article on the restoration of wood spoke wheels, see the article done by Blaine McLennon in Vol 5 #1 of our magazine.

We look forward to your comments and contributions.

With inner parts in fixture, tighten all wing-nuts on a rotating basis until fixture is clamped tight. There should be enough of the assembly sticking out to easily locate in casing.

Reassemble unit, using new bolts and nuts and complete by painting assembly black.

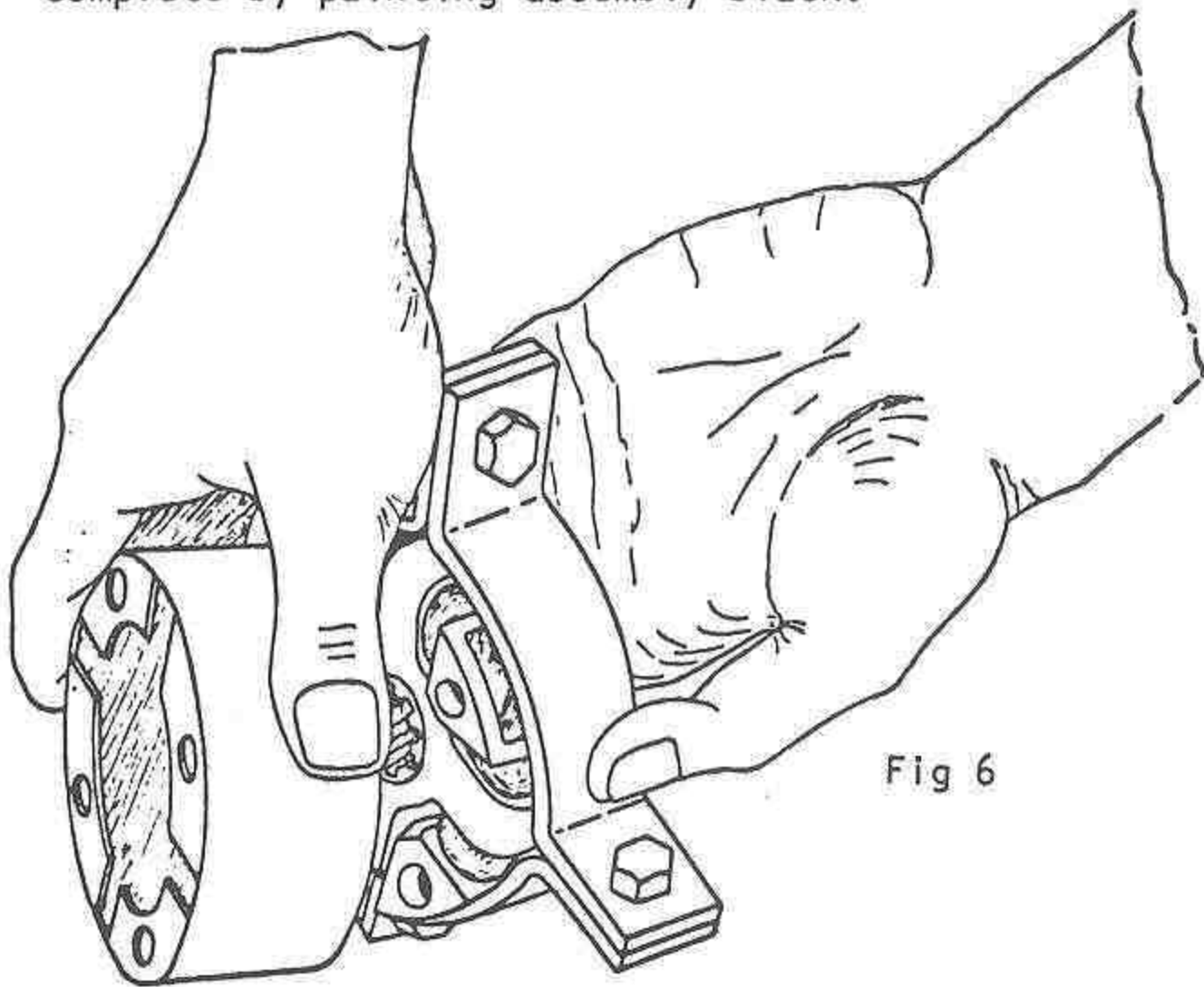


Fig 6

Fig 7

