

Horologix



The place to come for all your Bulle and Eureka restoration parts.

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Suspension Assembly

Assembling new suspensions

A number of people have asked me how the suspensions are assembled. I have therefore added this short sequence of photos to show the method I use.

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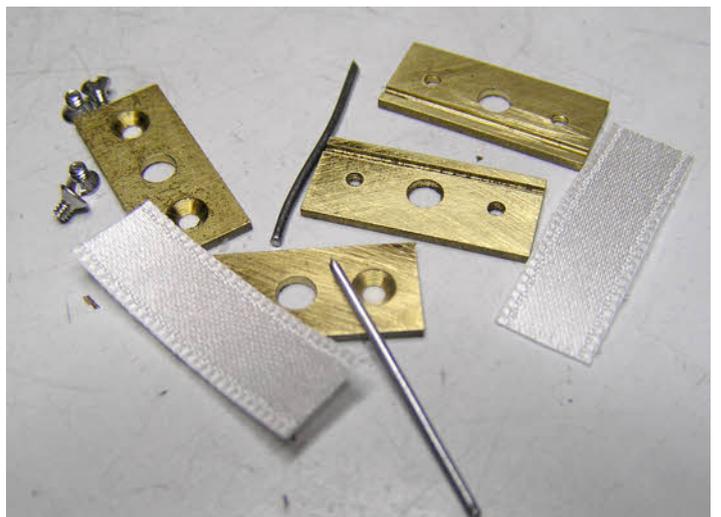
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The top and bottom plates fresh from machining. The first part is the base which has a slot to carry the lead strip that retains the ribbon. The screw holes are threaded for 2mm. The top plates are countersunk for the 2mm screws and do not have a slot.



The jig is made to keep all the parts precisely spaced whilst assembly takes place. The two grooves that lead to the holes are there to allow the suspension blocks to be lifted easily from the jig once assembly is complete. The photo above shows all the component parts. 2 sets of blocks, 2 strips of lead 2 strips of silk ribbon and 4 screws.

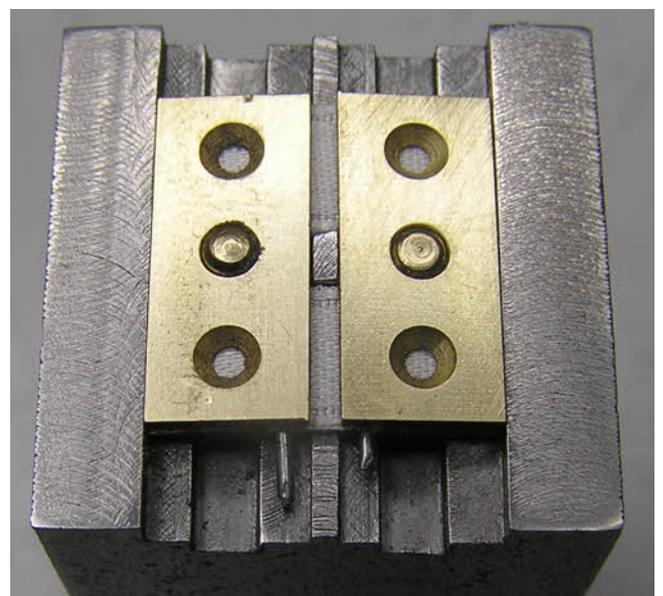
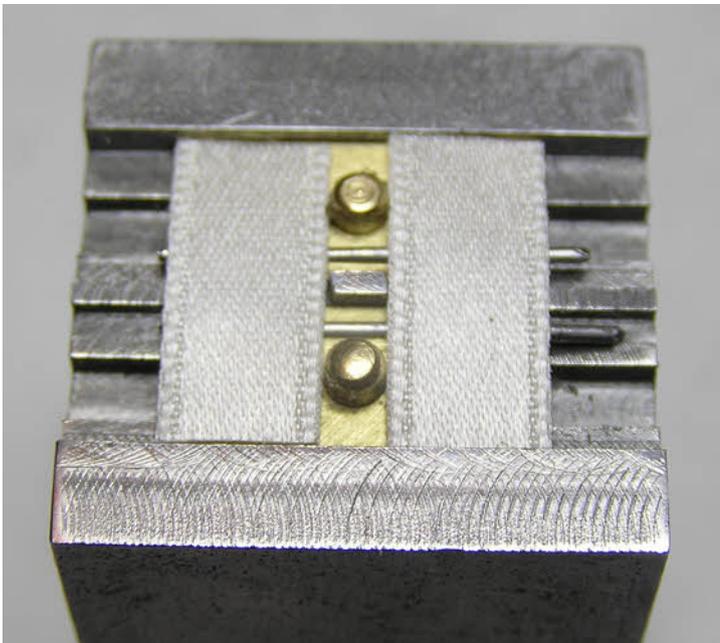
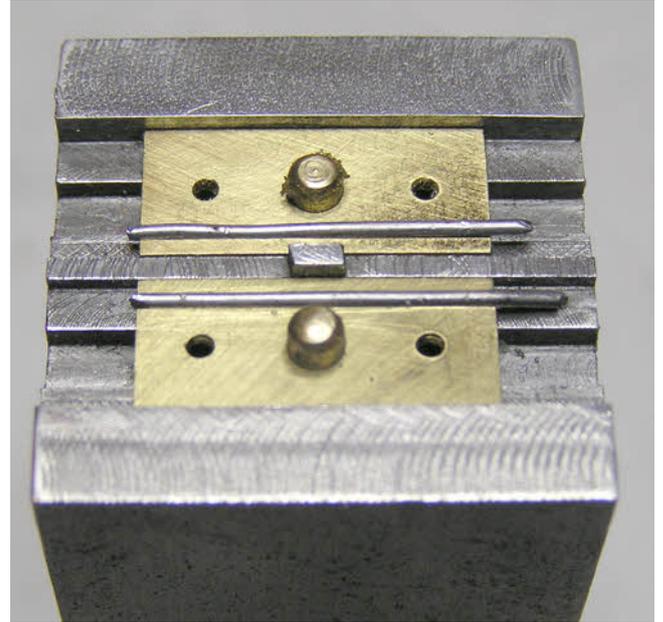
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The slotted blocks are first inserted into the slots and pushed well home. They are held tight and parallel such that the gap is straight and precisely measured for the silk ribbon. The lead strips are then cut roughly to length and slotted in.. They will be cut to length once the whole assembly is completed. Note that the silk is not cut from sheet but is double edge bound ribbon so that it will not fray once in use. The jig has a centre spacer and protruding pins that position the ribbon accurately. The two top blocks are then added and are again held in the correct position by the jig. The final procedure before using the screws is to heat a steel pin to red host and pierce the silk in the screw holes. This melts the silk clear for the screws to be inserted.

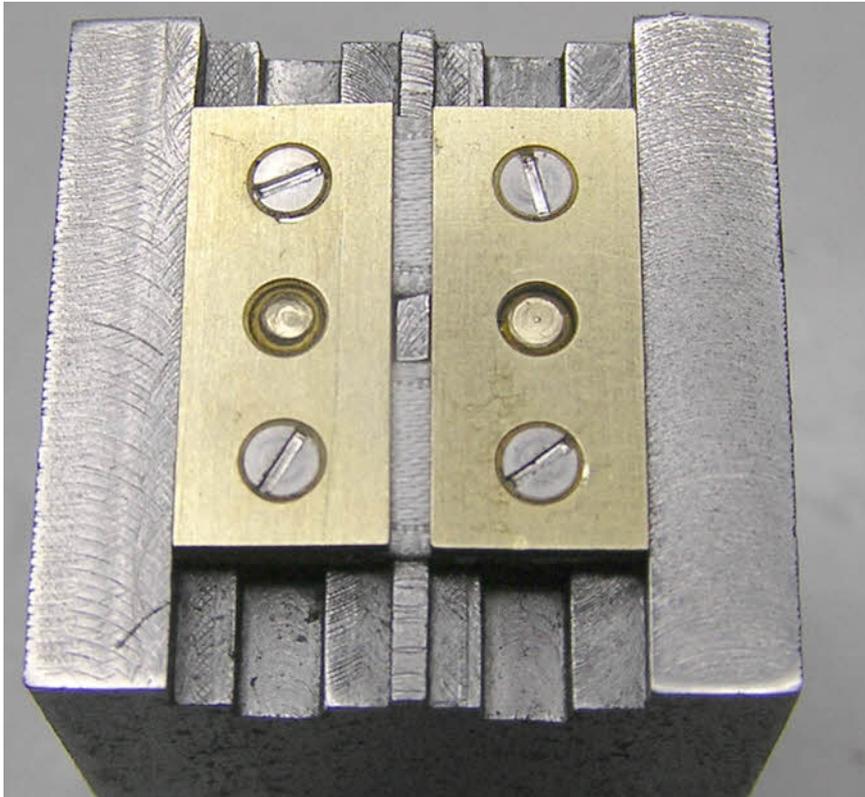
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Finally the four screws are added and screwed down tight. This pulls the blocks together squeezing the lead strip which grips the silk tight so that it will not slip while in sue.

The finished suspension unit.

