

MGB KINGPIN LUNBRICATION DAY

From everyone's feedback on the day, the Kingpin Greasing - MGB Technical Event early in September was a success. I'd like to thank Steve Bowra, Ken Burke, Dick Manning and John Roach to who I'm very grateful for opening the Clubrooms, and cooking the BBQ, and getting axle stands underneath the cars for me. As well as me getting "down & dirty", I spent 4½ hours getting up and down, below both sides of the front of each car, and getting dirty up to my elbows with old and new grease from each car, I also gained something from the event.

When I was going through a quick, front-end mechanical inspection of all of the MGBs with their owners, it was a great experience for me to grab a front wheel, with the car jacked up off the ground, and to swing the front wheels from left full-lock to right full-lock and back again. It was brilliant for me to be able to mentally register the effort required to make this manoeuvre on so many MGBs in such a short period of time.

What surprised me the most, was how much variation in effort was needed to physically push the steering from lock to lock amongst each of the MGBs. Many were free moving while others had degrees of stiffness and there were MGBs with steering which was very difficult to move at all by hand and others which swung freely part of the way but I could feel resistance in the same place as I swung the wheels to full-lock. So thank you to those attending for giving me the opportunity to compare the steering effort on so many MGBs back-to-back. I've since been told by some that they noticed on their drive home that the cornering in their MGB noticeably felt lighter and smoother at the steering wheel, which is good for them and good for me to hear.

I gave an explanation to everyone on the display of kingpins and components that I brought along. The display ranged from an extremely poor condition and seized kingpin assembly that I removed from an MGB that I bought a month ago. The display moved on through a stripped down and clean kingpin, some rusted and worn kingpins removed from another MGB recently, examples of brand new kingpins, bushes, shims and thrust washer, ending with an example of a swivel axle that I'd just fully reconditioned, which I'll be fitted onto my latest MGB purchase.

After the quick mechanical inspection of the front end of the entered MGBs, I demonstrated to each of the owners what I was doing to grease the kingpins. I explained how it's important to ensure enough new grease is forced in, to be able to expel the old contaminated grease out of the swivel axle assembly. I also pointed out to several owners how the new grease wasn't exiting the swivel axles from the usual places, which indicates that possibly the grease inside had dried out from age, and had become solid instead of like a gel, and it was blocking the fresh grease from entering where it needs to be.

One other thing that I noted on more than half of the MGBs, was that a thin viscosity grease, like wheel bearing or multi-purpose grease had been use to grease the kingpins, instead of the essential EXTREME PRESSURE (EP) grease which is the only type which should be used to lubricate kingpins.

I hope that those who brought their MGBs and also those who attended just to watch the process all learned something from that session, and can have some confidence that greasing of their MGBs kingpins doesn't need to be done again for a few months to come.

Having applied grease to all six kingpin grease nipples on each of the MGBs present, I can say that my battery powered grease gun became my favourite workshop tool for that day after consuming about one and a half cartridges of EP grease.