



J2 TECHNICAL ARTICLE

Number 18

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Resource: M.G. Car Company
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SERVICE INFORMATION SHEET NO. 18 - SUBJECT LUB OF REAR SPRING TRUNNION BUSHINGS

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The Service Departments have found numerous cases of very dry and partially seized rear spring trunnion bushes, and we have come to the conclusion that the average owner does not lubricate these sufficiently.

Owing to the length of pipe through which the oil has to travel before reaching these points, the operation of forcing oil through the bushes takes quite a little time, and unless oil is forced through until leakage is apparent, one can never be sure the bushes are lubricated.

After investigation it has been agreed to fit open feed plugs to the rear spring trunnion bushes instead of the adjustable type (which allows the oil a much easier and consequently quicker path).

All cars fitted with the adjustable plug at this point should have the needle valve removed, and the preceding points should be adjusted (if necessary) to the figures detailed below.

The number of turns given against the various points is from the shut position (i.e. the needle valve screwed as far as it will go).

The correct setting is as follows.

Steering Box	1 turn
Steering Column	$\frac{1}{2}$ turn
Brake Cross Shaft	$\frac{1}{2}$ turn
Front Spring Rear Shackle	$\frac{1}{2}$ turn
Rear Spring Front Shackle	$1\frac{1}{2}$ turns

The above setting is correct for all models except the N-type, when the Brake cross shaft is $\frac{1}{4}$ turn, and the Front spring rear shackles is $\frac{1}{2}$ turn.

The MG Car Company Ltd. August 1934.