



J2 TECHNICAL ARTICAL

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From Octagon Heaven

Source - MMM Register info letter
J. Kidder

FRONT AXLE - KING PIN REPAIR

The following is an idea as to repair of the king pin on the J2 and other vintage M.G. cars.

The closing comment which I did not include was that Mr. Kidder was seeking information on experience of this kind of repair. I may assume that this is not tried and tested, so proceed with caution!

FRONT AXLES.

A small amount of wear in or around the king-pin is exaggerated at the diameter of the wheel rim. Check by raising axle on jack. With brakes on, grasp tyre and try to move wheel relative to king-pin. Although tight, a king-pin cotter not registering properly in the flat rebate of the king-pin can allow the pin to rotate. It is of course the job of the brass bushes to do the rotating of the knuckle around the king-pin. If the king-pin does move it will cause the eye of the axle to wear, and axle eyes have been closed up in the forge so that they could be re-drilled.

A contemporary Factory Service Sheet however states MG axles must never have heat applied either for this reason or to straighten when bent, for dire failure is predicted. New axles were available when the Service Sheet was issued to MG dealers, but what is the answer now? To braise up a worn eye, or even to tin before soldering will require a fair amount of heat.

Maybe the safest answer is to drill out the smallest amount to obtain a round eye then insert a steel bush to return to correct diameter. Provision would have to be made for a new cotter pin arrangement.

M.G. Stub Axle Bush and King Pin Data.

<u>Models.</u>	<u>King Pin Diameter.</u>	<u>Bush Reamer Dia.</u>
M.C.D.J and P Midget F & L Magna.	5/8"	.626"
H. Magnette.	3/4"	.7515
K. Magnette.	13/16"	.8135

J.Kidder.