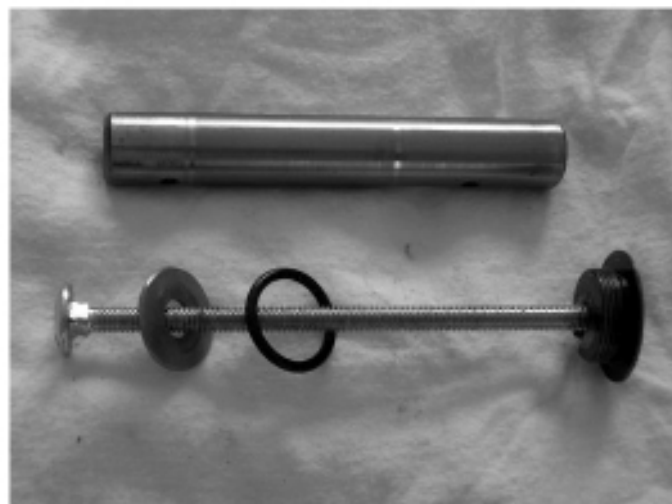


Effective Kingpin Greasing

This mod is designed to overcome the difficulties in obtaining a tight fit of the welsh plug when the seating area in the hub is distressed. It incorporates a through bolt screwed into the bottom access plug with rubber O ring sealing at the top end. The welsh plug is discarded. This mod has been in use on my Patron for the last 4000 miles and is proving a total success.

The pictures show assembly and material used

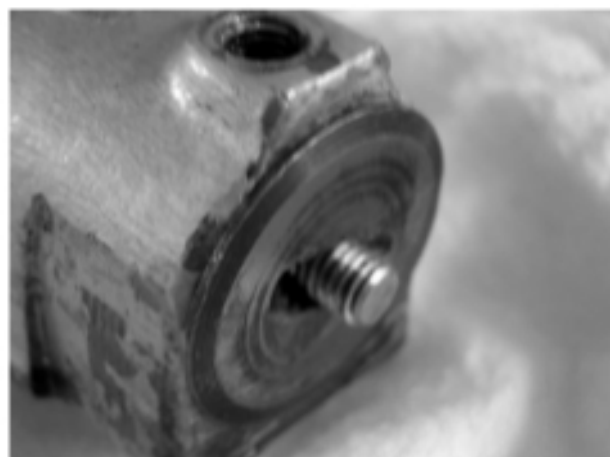
- coach bolt 130mm x 6mm
- 'O' ring 24mm OD, thickness 2 or 3 mm
- Repair / penny washer 8mm ID, to accommodate bolt head square with OD reduced to 24mm giving snug fit in hub recess



Notes.

- 1 Coach bolts are used to provide a shallow but broad head, thus giving adequate clearance under the drive shaft and preventing distortion of the washer. A hacksaw cut across the head provides screwdriver use. When fitted up thread protrusion through the bottom plug will be approx 5mm. To avoid damage reduce total bolt length by approx 2 or 3 mm.
2. To obtain a tight six mm thread in the bottom plug which is of low quality steel, the use of a pedestal drill and a 'first' taper tap is advised.
- 3 If grease escapes from the underside of the bolt head and the washer, this can be overcome by a thin smear of Loktite 243 thread lock or better still, bedding together of the bolt underside and washer with fine valve grinding paste. An extra half turn on the bolt did the trick for me.

Note 4 In developing this mod, the use of Allen socket cap bolts, copper washers and nut below bottom plug was not successful.



Jim Blackhurst