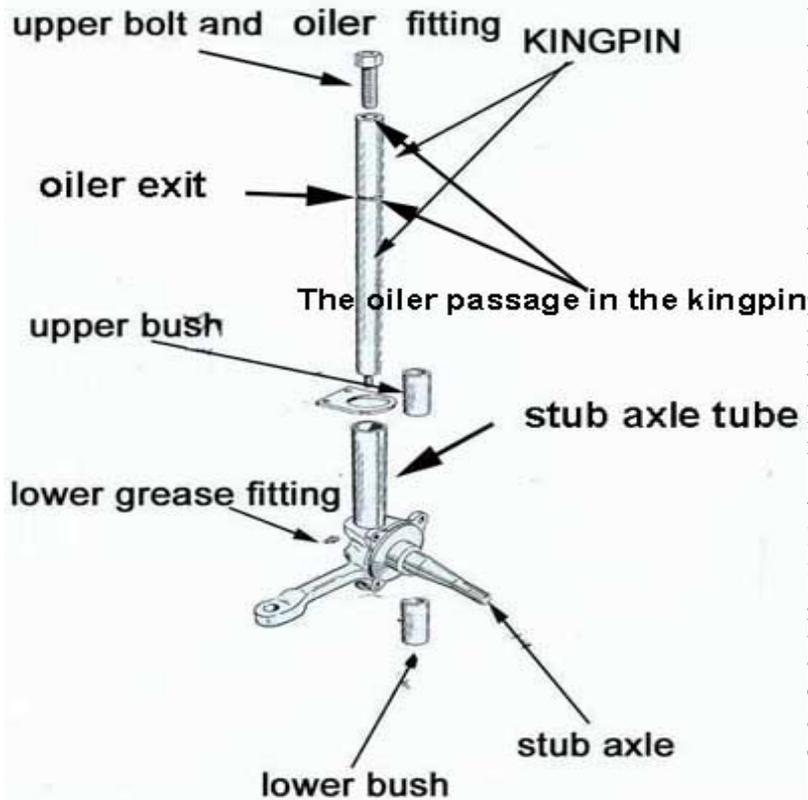


The Dynamics of Greasing a Morgan Front End

by Lorne Goldman (edited)

The place that needs lubrication is the bushes. These fit in the tube running through the stub axle at the top and the bottom of the tube. In the tube, in the area between the two bushes is the "reservoir" or "grease holding area". As the stub axle slides up and down the kingpin, it effectively greases the kingpin (and therefore the bushes) from this reserve area. The stub axle has a grease nipple exactly at this reservoir area and it should be filled periodically.



So why have a one shot oiler at all? Well...seems the owners way back when didn't want to crawl under the car and do their duty. HFS copied a Bentley system and introduced the one shot oiler. He drilled a passage down the centre of the kingpin from the top and then had it exit ABOVE the normal position of the stub axle. Why did he stop short? Well he didn't want the oil to replace the grease in the resevoir because basically, oil doesn't help much - this area needs grease, not oil. Actually, I imagine he hoped that the oil would dribble down the kingpin and help some by oiling the kingpin a bit. History shows it doesn't help and the factory has discontinued installing it without replacement.

Today, people figure that grease is better than oil and something should be done with that little passage in the kingpin and the upper oil fitting. But to have the grease appear in small globs ABOVE the stub axle (out of the oiler exit hole) doesn't do much either except woo you away from the messy (and sometimes dangerous) oil. While you are under the car with a jack, why don't you just grease the lower zirk directly. Lots less trouble.

