

Greasing the Front Suspension:

According to the MGB Manual this is a job that needs doing every 3,000 miles or every three months. This is an improvement on my Reliant Scimitar's which needed greasing every 1,000 miles. For three years in the late nineties I only ran Reliant Scimitar's. My everyday car was a GTE SE6B in which I covered 44k miles. My 'Toy' at that time (and for the next twenty odd years) was a GTC SE8 Convertible. As you can probably imagine I got quite nifty with the grease gun, even to the extent of carrying a grease gun in the toolkit and doing the odd grease up in the car park of a Premier Inn etc. MGB's are less demanding but it's a job you shouldn't shirk as driving without adequate grease will ruin the kingpins. Due to the expected relatively low mileage I made the decision that it will not be a hardship to grease the front suspension on my NG's every 1,000 miles** using Castrol Moly Grease. Although the Manual recommends an LM grease I choose Moly because it doesn't appear to age harden.

Note.

*** 1,000 miles is the target but in emergencies I will allow that figure to be extended up to 1,500 miles, which is twice the frequency of the factory recommended greasing intervals thus offering good protection.*

My existing grease gun had a straight feed pipe/nozzle and to grease the kingpins on Emma, the TD, I had to take the wheels off in order to access the grease nipples. Not wanting to do this on the wire wheeled TC I decided to invest in a new grease gun with a flexible nozzle. Sounds like an easy enough task? Unfortunately not, as most of the quality grease gun manufacturers that I was familiar with in my youth now put their own labels on Chinese imports. Eventually I decided on a 'Pindex' Heavy Duty Manual Grease Gun with both a steel and flexible hose at £28.99 from Amazon. I chose this gun because as well as being able to bulk load it with grease it also takes the 400g cartridges. It was, of course, made in China!



Pindex heavy duty grease gun.

Notes.

This same grease gun is available from a number of suppliers under different brand names.

In use I found it awkward to get the grease coupler on and off the nipple with the flexible hose fitted, so I invested another £5.55 (inclusive of postage) on a quick release grease gun coupler in stainless steel.



Fitted with the quick release coupler.

Loading the grease gun with a cartridge refill is relatively easy.

1. Pull the plunger **fully** out.
2. Unscrew the canister from the trigger/pumping apparatus.
3. Remove the plastic lid from the grease cartridge and insert the cartridge into the canister, open end first.
4. Pull the sealing ring off of the other end of the cartridge.
5. Screw the canister into the trigger/pumping mechanism.
6. Operate the handle until grease exudes from the nozzle; if necessary depress the air vent valve.
7. Push the plunger handle fully in

The grease gun is now ready for use.



The grease cartridge.

Greasing the kingpins:

Make a note of the mileage, take the weight off the wheels and apply sufficient steering lock to enable you to access the grease nipples.** if you have a 'quick release coupler' press the two handles as you insert the coupler over the nipple then release the handles. Pump in grease until it exudes from the points on the kingpin; press the levers to release the coupler. Wipe off the surplus grease. Repeat for the other kingpin.

Notes.

** *To make access easier on the bottom grease points I changed the straight grease nipples for angled ones.*

Early cars only had two grease nipples, later cars had three. You cannot over-grease the king pins, but you can waste grease and make a lot of mess. It is best to wipe off any surplus grease as there's always a chance, however slight, of contaminating the brake discs and pads.

If changing grease type or greasing a recently purchased car then it's worth pumping away until the new grease starts to emerge from all the exit points.

Tip: - *If the nozzle won't seal on the grease nipple putting a piece of cotton rag over the nipple before applying the grease gun often helps, but my recommendation would be to buy a quick release coupler as mentioned earlier.*

Tip: - *Grease can solidify in very cold weather making it extremely difficult to grease the kingpins etc. I tend to have an extra grease up at the end of the summer. In extreme cases you may need to apply a fan heater for half an hour or so to aid the grease flow.*

Summary:

I find it easier to remember to grease the kingpins if I do it each time the speedo clocks over a thousand miles. Although it sounds a bit of a palaver thirty minutes is ample time to jack up the car and grease both kingpins. Although the grease gun normally remains in the garage there is provision for it in the car toolkit for extended journeys. I find the easiest (quickest) way to jack the car up is with a scissor lift jack under the bottom wishbones (doing one side at a time) using a piece of wood as a packer/spreader. Whilst I have such a jack, and wooden block, in the toolkit I keep duplicates in the front of the garage for everyday use.