

REMOTE LUBRICATION FITTING

IMPORTANT

These notes are intended only as a guide; if you are in any doubt or run into difficulties you should consult a professional or other competent person or arrange with us to fit the kit for you.

It is recommended that you make sure the car is completely secure before working on it, especially when underneath it and follow appropriate safety procedures.

Some advice can be found on the HSE web site <http://www.hse.gov.uk/pubns/indg434.pdf> but this should not be regarded as exhaustive.

Please note: due to the various models of Morgan made, the following are only guidelines to fitting the remote kit. It is impossible to tailor instructions for every model manufactured

TIPS

1. Pipe union narrow section faces adaptors and needs to be reasonably tight to stop the pipe coming out
2. Grease nipples front to top of suspension – Red Cap
Rear to stub axle – Blue Cap
3. Cut pipe with a sharp Stanley knife
4. Make sure no working parts can catch the pipe, e.g. engine fan (older cars), steering rods, etc.
5. Do not over tighten the stub axle adaptor. It does not screw in fully.

INSTRUCTIONS

Jack up the car and place on stands. It is a good idea to check for fitting/mount before removing parts.

Lift bonnet and check for a suitable location for grease manifold on inner wing. This should be as close to the front cowl as possible. Check when drilling that all components on the car will not be damaged. Mark and drill holes.

Remove wheels, remove top oil pipe or grease nipple. Undo lower S/A mount and move away from stub axle, to make it easier to get to the stub axle grease nipple and remove. Screw in the appropriate right angle adaptors noting the lower one DOES NOT screw all the way in and faces between the 4 and 5 o'clock position. Retighten S/A mount.

Feed the plastic pipe down from the engine bay to the top lube point. Loosely place into position. Mark at lube manifold and cut with a sharp Stanley knife. This pipe attaches to the front grease nipple on the manifold. Attach the rear pipe to the manifold and fit to the inner wing. Fit pipe to top lube adaptor. Do not connect stub axle pipe at this point. Repeat procedure on other side of car. Secure top lube pipes. With the lower pipes roughly in position refit wheels and lower car onto the floor. The lower pipe can now be fitted/trimmed to length. Allow enough slack to let the pipe move when the stub axle rotates. Secure pipe at lower cross tube by chassis with cable ties. A useful tip is to use cable ties in a figure of eight shape with the cable tie that goes around the pipe slightly loose. This allows some movement without it being insecure.