

Lubrication 'One Shot' System

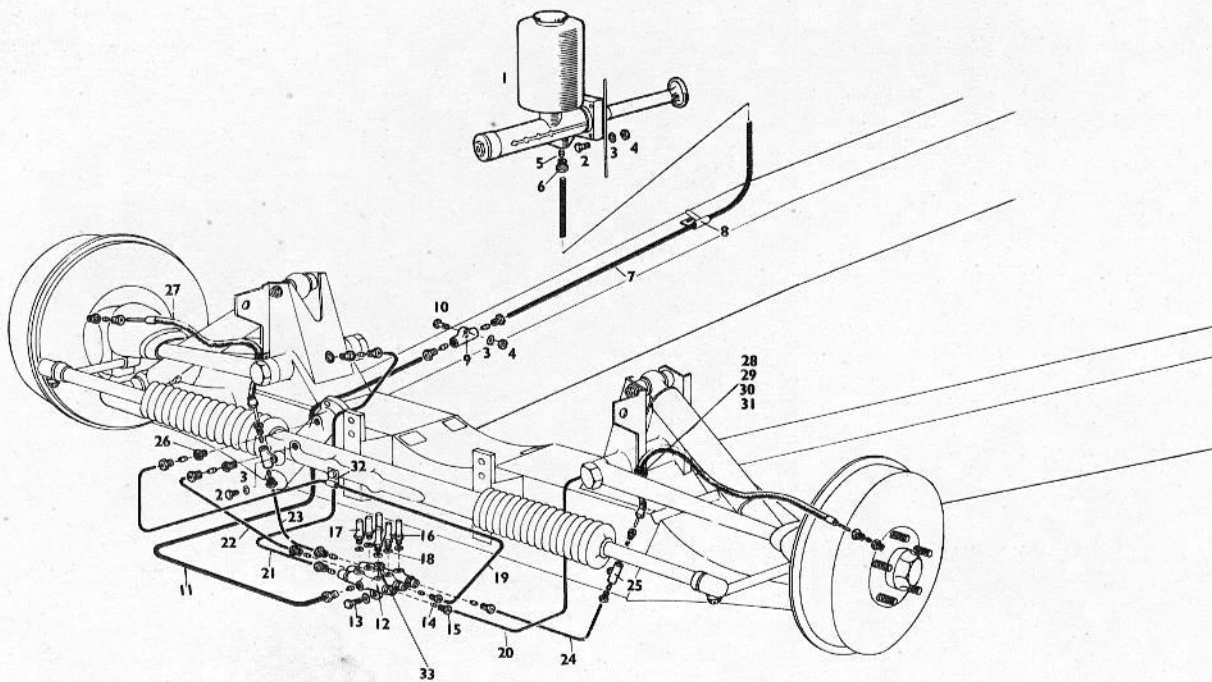
Lubrication 'One Shot' System

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LUBRICATION SYSTEM - ONE SHOT

Part No.	Item	Description	No. off per car	Part No.	Item	Description	No. off per car
404-1-26012	1	Pump & Tank Unit. Enots LV276	1	N.530331	18	Washer Enots LT 80	6
FB.104/9D	2	Bolt 1/4" BSF 1.1/8" long	6	404-1-26005	19	Pipe - Rigid - Centre RHD	1
ND	3	Washer 1/4" Shakeproof	7	404-1-46005	-	Pipe - Rigid - Centre LHD	-
FN.104/K	4	Nut 1/4" BSF	4	404-1-26003	20	Pipe - Rigid - LH - Front	1
N.530191	5	Tubing Sleeve 5/16" Enots Z4	4	404-1-26004	21	Pipe - Rigid - RH - Front	1
N.530201	6	Tubing Nut 5/16" Enots Z18	4	404-1-26006	22	Pipe - Rigid - to Steering Rack RHD	1
N.530021	7	Main Delivery Pipe - Rear RHD	1	404-1-46006	-	Pipe - Rigid - to Steering Rack LHD	1
404-1-26011	-	Main Delivery Pipe - Rear LHD	-	404-1-26008	23	Pipe - Rigid RH - Rear	1
N.530291	8	Trimount Fastener	1	404-1-26007	24	Pipe - Rigid LH - Rear	1
N.530301	9	Bracketed Connector Enots Y16	1	N.530261	25	Bracketed Connector Enots Y19	2
FB.104/10D	10	Bolt 1/4" BSF 1 1/4" long	1	N.530281	26	Male Tube Adaptor	6
404-1-26009	11	Main Delivery Pipe - Front RHD	1	N.530271	27	Flexible Delivery Pipe	2
404-1-46009	-	Main Delivery Pipe - Front LHD	-	Lucas 187052	28	Cleat (Use with 3/8" dia. pipe)	2
404-1-26001	12	Distributor Enots LY 926	1	Lucas 187079	-	Cleat (Use with 7/16" dia. pipe)	2
FB.104/5D	13	Bolt 1/4" BSF 5/8" long	1	-	29	Setscrew 2BA 3/8" long	2
N.530241	14	Tubing Sleeve 3/16" Enots Z2	14	-	30	Washer 2BA Shakeproof	2
N.530251	15	Tubing Nut 3/16" Enots Z24	14	-	31	Nut 2BA	2
N.530231	16	Air Chamber Enots LW3	1	N.530341	32	Clip	1
405-1-26010	17	Air Chamber Enots LW11	5	404-1-26010	33	Plug - Enots LW 9	1



Lubrication 'One Shot' System

Description

This system Fig.174 provides for the lubrication of the front stub axle swivel pins and bushes, the steering box, the steering tie tube ball joints, the top and bottom pins and the bearings of the front suspension radius arms.

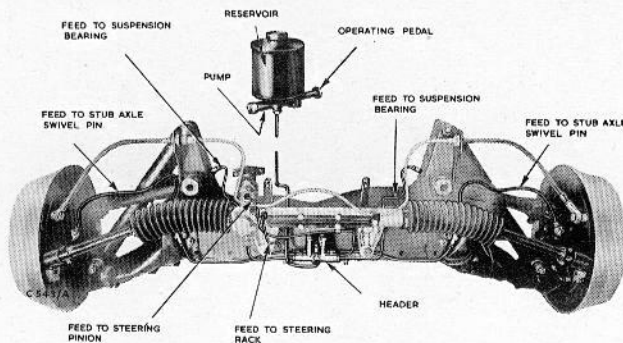


Fig. 174. One-shot lubrication system

A foot operated plunger is situated inside the car above the accelerator pedal.

The system comprises an oil tank connected via a non-return valve to a piston type pump, the spring loaded pump shaft forming the operating plunger. The pump and tank unit is bolted to the bulkhead and is connected by a pipe line to the central union of a header situated on the forward face of the front suspension assembly.

The header consists of a bronze body containing six spring loaded double acting valves and air chambers which control the amount of oil passed to the particular component.

Operation

At reasonable regular intervals the plunger should be pumped with the foot until resistance is felt and then release it. Do not attempt to force the pump beyond this resistance as this can result in a burst front seal which would then have to be replaced.

Servicing

Replacement exchange pump and tank units are available from the manufacturers of the car. Spares are also available from the car manufacturers or from the makers of the system Messrs. Benton & Stone, Aston Brook Street, Birmingham 6.

To remove the pump, drain the tank and pump unit by detaching the union nut of the pipe connection on the underside of the pump body and catch the oil in a clean container. Then remove the four 1/4" BSF. Bolts attaching the unit to the bulkhead.

The Pump and Tank Unit detail parts and the header details are shown in Fig.175 and Fig.176 All pipe connections are made with a tubing sleeve and tubing nut and they can be freely disconnected for checking the oil feed to any given point.

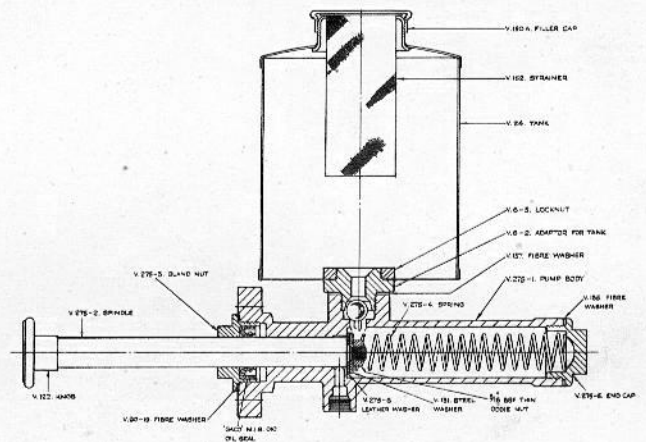


Fig. 175. Pump and tank unit

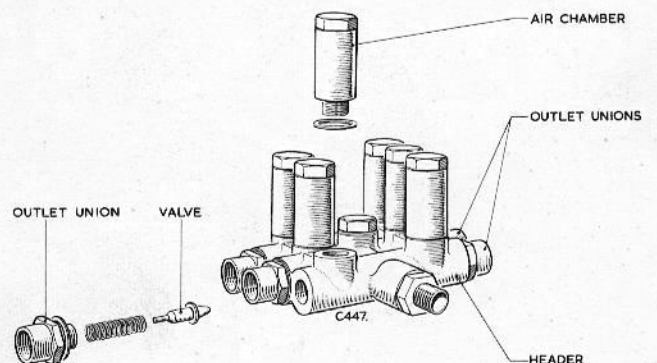


Fig. 176. Header unit