

## Lagondaforum: Chassis lubrication fitting wanted

### Chassis lubrication fitting wanted

*Written by davidbracey at Jan 15, 2017 9:49 am*

I've managed to snap a chassis lubrication fitting on my LG45 so am hoping someone has a spare one they could sell me. I'm pretty sure the thread is 5/16" UNF.

This is one of the small bore tube compression fittings that screw into the lubrication points.

Thanks.

David

---

### Re: Chassis lubrication fitting wanted

*Written by bill at Jan 15, 2017 3:08 pm*

David, are you sure that these are still not available as a modern fitting - although you might need to file off casting marks to make it look "original".

When I rebuilt my LG45 and reinstated the chassis lubrication system I was very surprised to find that virtually all the fitting were available "off the shelf" at my local hydraulic fitting supplier. I think that I only had to make up a couple of fittings for the flexible pipes to the front suspension. I know that modern fittings are not quite the same as the original ones but who will see them ?

---

### Re: Chassis lubrication fitting wanted

*Written by Colin M34 at Jan 15, 2017 5:33 pm*

Hi David

Send me a photo and I should be able to find you a correct one. Do you want some pipes as well?

Colin

---

### Re: Chassis lubrication fitting wanted

*Written by davidbracey at Jan 15, 2017 7:04 pm*

Bill/Colin,

Thanks very much for replying. The threaded compression fitting has an insert that looks to be a non-return valve or metering restriction. I'm guessing it's to control the amount of oil that gets pushed in and to make sure it stays there. I have a feeling it's the same as on RR's and Bentley's of the period so was going to send the broken part to Fiennes to see if they've got them in stock. They certainly have the 'one-shot' fittings.

Colin, I don't need any pipe but I'll post a photo if Fiennes can't help. It's all sealed up in the envelope now. I presume the pipe is 5/32" brass tube. Is that correct?

---

### Re: Chassis lubrication fitting wanted

*Written by DavidLG45 at Jan 15, 2017 7:52 pm*

Hi David,

I think you might be referring to the drip plug that controls the amount of oil?

[Have a look at this link](#)

There was an article in the club magazine a few years ago on overhauling them. If I remember correctly they have different ratings as to how much they let through.

Hope that helps.

## Lagondaforum: Chassis lubrication fitting wanted

David

---

### Re: Chassis lubrication fitting wanted

*Written by bill at Jan 15, 2017 7:58 pm*

David, are you sure that the "insert" is original ? I may be wrong, but I thought that all the restricting or metering of the flow along the pipes was done at the pump. Speaking from memory there are small adjusters under the pump to do this. I am not aware there were any other restrictors unless these were put in by someone afterwards i.e. non original. I would be interested to know the correct answer as I thought all adjustment of flow was done at the pump. I see that David Hine in his latest Handbook says..." there were 6 separate circuits and the oil flow could be adjusted to each circuit independently" (page 61).

---

### Re: Chassis lubrication fitting wanted

*Written by h14 at Jan 15, 2017 8:39 pm*

Hi Bill,

Although the pump output may be individually adjustable, there are indeed restrictors in the piping circuit. It is these that get blocked...what a grossly stupid idea it was to use the sump oil as the supply, especially given the nature of pre war oil to sludge. As an aside, I ran my V12 on detergent oil, and found this did actually get through where straight oil had not. Areas that had been dry / unlubricated for years came to life. Might also have helped that I did use the car quite a lot, whereas previous owners covered just 2000 miles in 20 years. Those that did not clear I removed and used a syringe on the output end to attempt cleaning...not successful in every case.

Laurence

---

### Re: Chassis lubrication fitting wanted

*Written by DavidLG45 at Jan 15, 2017 9:38 pm*

Hi Bill,

There may be 6 feeds from the pump but each feed supplies more than one lubrication point. I am no expert in such things, but wouldn't all or at least most of the oil tend to exit at the first lubrication point if there was no restrictor at the exit point to prevent it?

David

---

### Re: Chassis lubrication fitting wanted

*Written by davidbracey at Jan 15, 2017 11:10 pm*

Thanks for everyone chipping in.

I am almost 99.9% certain that this is the original part and that there is indeed a restrictor or non-return valve fitted to it. It is much earlier than the one-shot drip feed fitting that David kindly sent the link for.

Like Laurence, I hated the idea of filthy oil from the sump being pushed through these pipes so, when I restored mine, decided to blank off the sump outlet and instead use the jacking system oil reservoir to feed the chassis lubrication pump. (Not quite as simple as it sounds but that's another story.)

Photos attached.

---

#### Attachments:

[IMG\\_4481.JPG](#) (filesize: 45.48 KB)

[IMG\\_4480.JPG](#) (filesize: 50.07 KB)

[IMG\\_4478.JPG](#) (filesize: 52.41 KB)

## Lagondaforum: Chassis lubrication fitting wanted

### Re: Chassis lubrication fitting wanted

*Written by bill at Jan 16, 2017 10:09 am*

Thanks everyone. You live and learn ! Now I will feel "pressurised" to fit restrictors in my system !

Yes, like David I too blanked off the sump outlet and have a separate reservoir. A certain amount of oil seems to end up on the floor...

---