

# Lagondaforum: KI-Gas Pump Threads

## KI-Gas Pump Threads

*Written by mandb57 at Dec 06, 2008 4:43 pm*

I have currently got the Ki-gas pump from my 1929 2 litre High Chassis stripped down to undertake the seal modifications outlined in a previous lagonda club magazine. This I understand and have no problems in doing it. Whilst removing the unit from the car I found the input and output fuel pipe brass securing nuts to be in a very poor state. At some time i would like to replace them but I am having difficulty in identifying exactly what thread they are.

I have tried all the thread guages i have and cannot match either of them.

Anyone know what thread forms were used.

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## Re: KI-Gas Pump Threads

*Written by Colin M34 at Dec 06, 2008 5:25 pm*

Hello,

I have had similar problems with the Ki-gas pump on my M45. The thread is 5/16 inch British Standard BRASS thread, which is 26 TPI. It has a 55 degree thread form. Cycle thread is also 26 TPI but has a 60 degree thread form. Cycle thread is used on Lucas headlamp bolts.

BSP (and Cycle) taps and dies are availble from the nice people at Tracy tools (<http://www.tracytools.com/>).

For those of you on the Continent, you may have spotted that with 25.4 mm to the inch, you could get away with 1.0 mm pitch metric threads.

My Ki-Gas now works beautifully...

Colin M34

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## Re: KI-Gas Pump Threads

*Written by mandb57 at Dec 07, 2008 11:24 am*

Thanks Colin for the info.

Are both the input and output unions 5/16" on the M45 ki-gas pump?

On the 2 litre the output to the manifold is 0.307 (approx 5/16") but the input from the fuel supply is 0.349 which is an odd size ( 11/32" is 0.34375 and 23/64" is 0.359375)

The nearest pitch I could get for the 0.307 (5/16") was the 1mm as you stated

Any ideas on this?

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## Re: KI-Gas Pump Threads

*Written by Colin M34 at Dec 07, 2008 1:43 pm*

Hi Mike,

I should have mentioned that it is the threads in the Ki-Gas pump body that are 5/16 BSB. Yes the larger pipe is the input from the fuel supply.

To solve your problem, you might want to modify something like a BSP union body to make up a new adaptor and then use a standard BSP solder nipple and nut on the pipe. Again, talk to Tracy Tools for the right BSB tap, and Vintage supplies (<http://www.vintagecarparts.co.uk/>) for the pipe fittings.

A Myford lathe would be ideal for this job...

By the way, I think the centralised lubrication fittings on LG45s are also BSB.

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Colin

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