

## Lagondaforum: Chassis lubrication fitting wanted

### Re: Chassis lubrication fitting wanted

*Written by davidbracey at Jan 16, 2017 11:17 pm*

I'm definitely still learning about these cars. I look forward to doing some living some time soon!

I've been reading up about the RR one-shot chassis lubrication system and they made two different versions of injectors/drip feed nozzles, with different volumetric flow rates. Different amount of oil dispensed according to the application point. I can't believe a suspension point needs much so guess that if I can't find the genuine article I'll buy a RR one and see what I can do with it.

If any of you wise men that frequent this forum have any more advice for me I would be very grateful.

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### Re: Chassis lubrication fitting wanted

*Written by DavidLG45 at Jan 17, 2017 8:57 am*

A bit more information - all relating to R-R. Surely these were bought in items at the time so likely to be the same source for Lagonda?

<http://www.fiennes.co.uk/Parts/Catalogue/A/AE>

A range of different ones. Presumably the S1/ZE1 etc is the size of the hole? See table (copied from the Bodice article):

Pin #	Diameter	Bijur part #
00	.0501	A1475-00
0	.0497	A1475-0
1	.0490	A1475-1
2	.0480	A1475-2
3	.0468	A1475-3
4	.0448	A1475-4

Overhauling link:

<http://www.boddice.co.uk/bmai101.htm#Drip>

Is there any reference number on your broken one, David?

Where was the one you broke feeding oil to?

David

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### Re: Chassis lubrication fitting wanted

*Written by davidbracey at Jan 17, 2017 10:58 am*

Thanks David,

I spoke with Fiennes yesterday and they said the ones they make are their own 'uprated versions' - whatever that means. No, my snapped one doesn't have any markings but I'm not convinced they've the same threads either. Not that that is an insurmountable problem of course.

Fiennes suggested parts ZS4 and AE070. I have to pass their way in a few weeks so might pop in and compare if I can't find a direct replacement.

The frustrating thing is, that with the number of these cars that have been broken up or heavily modified there must be hundreds of these fittings languishing in sheds and garages.

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### Re: Chassis lubrication fitting wanted

*Written by DavidLG45 at Jan 17, 2017 12:57 pm*

Hi David,

I guess many hard to find parts are lurking at the backs of garages or thrown away.

Can one assume if there are no markings Lagonda used the same size drip plug throughout? Not a great deal of difference in the size of the biggest and smallest in the Boddice list.

Wouldn't the thread be BSP as it's a pipe fitting?

David

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### Re: Chassis lubrication fitting wanted

*Written by davidbracey at Jan 17, 2017 3:07 pm*

I don't have any thread gauges at home but I agree that it seems as if it should be a pipe thread. However...the OD measures as 7.9mm with my Vernier which is almost exactly 5/16". The thread also appears to be too fine to be BSP. UNF is 24tpi. I have some UNF taps somewhere so will try it. The only other imperial thread I've found that looks similar is BSC (CEI) cycle threads (26tpi). Brass pipe screw threads would have been the obvious choice but there isn't a 5/16" size.

I'm going to have to identify the thread properly before I go any further - unless anyone has one they can let me have of course?

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### Re: Chassis lubrication fitting wanted

*Written by bill at Jan 17, 2017 8:31 pm*

David, ring Alan Brown and see if he has anything. Not many people seem to have reinstated the chassis lubrication system so there should be lots of bits around !

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### Re: Chassis lubrication fitting wanted

*Written by davidbracey at Jan 17, 2017 8:36 pm*

Good idea Bill. Will report back.