From the Forum

Lomax kingpins by hotfoothowell **» Fri Apr 12, 2013 8:53 am**

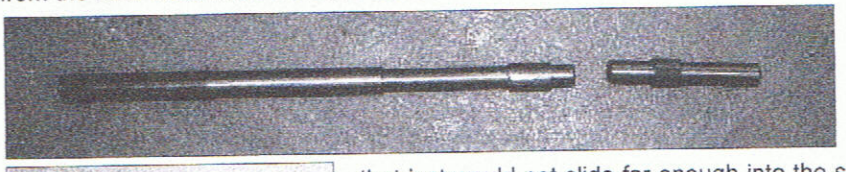
Can someone suggest the right way to replace Lomax kingpins, hopefully without major dismantling and special tools? Patrick hotfoothowell

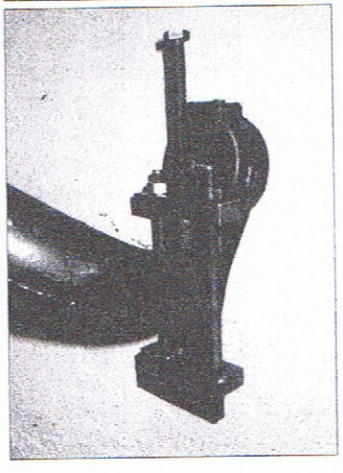
Re: Lomax kingpins by trikehound » Fri Apr 12, 2013 12:18 pm

Get ready to roll your sleeves up! Nothing really technical about doing kingpins but methodical and determined comes to mind! The tools you need are a large socket and bar to remove hub nut (32 mm if my memory serves me right) plus a set of drifts, which can be purchased from ECAS or 2CV CITY for around £30.00 which includes a step by step guide to the job! You will also need two split pins for the castellated hub nuts, two locking tabs for the steering arms plus I usually renew the bolts holding the steering arms (two long,two shorT, I am talking about both sides here as you sounded like you meant both sides!) Plus it is a good opportunity to dismantle the trackrod ends to check wear on the steering arms. Repair kits for the cups and springs in the trackrod ends and new dust covers. A good clean out of the trackrod ends and plenty of fresh grease is essential! A special tool for removing the trackrod end caps is available from both aforementioned suppliers. The most important thing is to have something really solid under the kingpin whilst knocking them out! You will need about a 4lb hammer, plus a full grease gun. Do not let all this put you off! I am 67 and had never done one until last year! Well guess what, I have done seven since then! Good Luck! trikehound

Re: Lomax kingpins by howardjs » Fri Apr 12, 2013 7:20 pm

Hi, I have found that I can leave the arm on the car but you must remove the drive shaft from the hub. Most times the drive shaft can be slid out of the hub without disconnecting it from the gearbox flange, but I have had one that just would not slide far enough into the splines and had to be removed.





Then, after removing the screwed grease cap the king pin can be pressed out. I have never managed this by drifting (maybe my hammer isn't big enough) only with a compression tool as in the picture. Having said that some are more easy than others. The one in the photo WILL NOT BUDGE even after completely dismantling and heating.

The tool in the picture is made from two bars, some M12 screwed rod and a long high tensile bolt. You then need a long drift to press the bushes out. The small diameter of the drift is 17mm and the larger 21mm. You can press the new ones in with a length of M12 screwed rod washers and nuts.

Check the quality of the new king pins and bushes, I have had the annoying problem that after doing all the hard work the new king pin had more play than the old one!!

Re: Lomax kingpins by Geoff Ryall-Harvey » Fri Apr 12, 2013 8:35 pm

Nice tech tip and photos. Thanks.
Ken Hannah has an excellent way of tightening up the eye in the arm by running a bead of weld. Do a search on the old forum. I'd like to see a method for dealing with the chewed up plug area though...

Geoff Ryall-Harvey

Re: Lomax kingpins by david **» Fri Apr 12, 2013 9:09 pm**

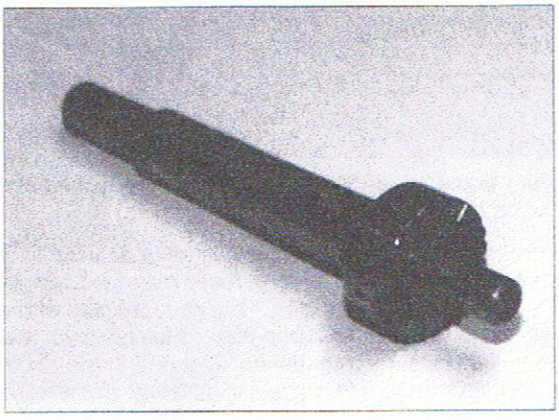
I have found that a ring of body filler around the top plug then tap it down to seal... fills the gaps and usually stops the grease coming out -and grease goes where its needed.. shame they get butchered as it just needs a long enough rod tapped from the bottom hole upwards to pop the old one out without damage...

david

Re: Lomax kingpins by trikehound » Sat Apr 13, 2013 4:45 pm

I have tried the cutting tool supplied by 2CV CITY to clean up the swage plug circle and it works a treat! Does not take out too much! Well worth the money and easy to use!

trikehound



This is the cutter I have used to remove the burring around the welch plug hole. The large diameter is the size of the original hole and the pilot diameter fits the hole in the king pin. Because the king pin has to be in place all the swarf falls onto the king pin and bushes and has to be cleaned off. Unfortunately the steel used for the housing is pretty tough and hardens when it's hammered, so the cutter has to be used at a very slow speed. I lent this one to someone who used it at normal electric drill speed and it had all its teeth ground down on the corners. Now it's useless and it would be quicker to make a new one rather than try and re-sharpen it.

Geoff