

Dear Member

Component REF> RE37 and RE37/1 Matchless front main shaft bearing

So that you get full satisfaction from either of these components we would like to draw your attention to a possible issue associated with the front crankcase half of the MX series of Matchless engines used on our Morgans.

Over the years it has come to light that even though the bronze front main shaft bush is still firmly in place, the aluminium housing can be distorted to an "egg shape standing on end". This is not a wear thing..... it seems to be a deformation and slow creeping thing. On the writer's engine, the bore was 0.007" greater from top to bottom than across the horizontal bore measurement. It is generally thought that the aluminium creeps over time due to the pounding from the combustion strokes and it sinks into the unsupported void below the bearing, which is there to enable the front main shaft worm to gear with the wheel cut into the pump spindle.

As it is not possible to make a truly round bush fit with accuracy and the necessary security into an oval hole, then it is recommended most strongly, to inspect this bore in your crankcase, carefully using telescopic gauges and if it is found to be out of round, then steps should be taken to rectify this by setting up true and skimming out the absolute minimum amount to get it round again, then you can turn your new oversize bush RE37/1 to suit, to get the desired interference fit. It is essential to ensure that you get this right because if the bush does come loose it can creep round and come into contact with the pump shaft gear teeth which will generate swarf in exactly the right place to block the oil feed to the big end. Please note that when extracting or fitting bushes into the crankcase, the crankcase should be hot and the bush cold.

Bob Haynes 15 April 2015