

### Mogspares news, November 2022

The main news is that we have now taken delivery of the Matchless rocker boxes and covers, the first of our new casting projects that have been significantly delayed by the lockdowns. These are complex parts to produce and modern technology has been used extensively. They are investment castings (lost wax system) in aluminium (LM25) which are then heat treated to maximise strength and improve machineability. We are most grateful to Ian Haynes who made the dies for moulding the casting waxes some time ago. CAD/CAM has been used to create an accurate 3D model of the rocker boxes to define the machining details and tool paths which have then been programmed into the 5-axis CNC machining centre which produced the high precision finish machined parts.

Due to small external dimensional differences between the new castings and original ones it is not possible to mix and match original and new rocker boxes and covers and you must use our new covers with these new rocker boxes.

These have been designed to be “universal” rocker boxes so that they can be used on both MX2 and MX4 engines with slight modification to the oil feed pipes required in the case of MX2 engines. They only become handed when the oil jets (drippers) are installed. All of the many parts required to build these up into complete rocker boxes are in stock with Roger Orford (rocker shafts, bushes and seals, rocker arms and taper pins (for valve end and pushrod end), oil gallery blanking plugs, oil unions, O rings, thrust washers and springs, oil jets, cover screws etc).

A lot of effort has gone into the production of these with a significant outlay for Mogspares so if you do need some it would be helpful if you could order them from Roger sooner rather than later!

Price for the machined castings (RE180) with jet and bugs £312.84 + VAT. Available from Roger Orford, Matchless Sales.



### A cautionary note on gearbox lids, filler cap threads

We introduced our redesigned hex-head filler caps with longer threaded bosses last year and they are correctly sized. What we have found is that the threads in the lids are usually slightly undersize or have become distorted which makes the new caps too tight. The original caps were poor quality



Mazak castings which only engaged two or three threads in the lid and there was no problem with those until the caps cracked and crumbled (as old Mazak does). If you have bought a new filler cap from us, please do not force it into the lid if you find it tightening up before it is fully engaged or you run the risk of the threads galling and then possibly wrecking both parts. We have the correct plug tap (1.1/4" x 20 TPI) which can be borrowed from Bob Derricott for the cost of the postage so that you can ease the threads on your lids before fitting a new filler cap. *(You have been warned!)*

Gearbox filler caps (R107) available from Bob Derricott, Transmission Sales £12.90 + VAT.