

This month we have more parts new to us that are now with the sales officers: After delays in heat treatment, the clutch driving plates/ring gears, 3-speeder tail end shafts and propshaft dog ends are now finished. These and other new parts can now be ordered from Bob Derricott.

R258 – Clutch driving plate/starter ring gear	£175.62 (+VAT)
R38 – 3 speeder propshaft dog end (see note below)	£98.21 (+VAT) (prov.)
R40 – 3-speeder tail end shaft, incl. locking nut & key steel	£124.54 +VAT (prov.)
R42 – bearing retaining nut (replaces locking ring & grub screw)	£6.30 (+VAT)
R118/I – inner detent spring (to improve gear retention) (often found in gearboxes but not necessarily original fitment, see my separate article)	£0.75p (+VAT)
R306 – 2 speeder sliding dog clutch (B, M and C types)	£75.00 (+VAT)

Replacement stocks of the following parts are now with the sales officers

JAP OHV valve guides in STD and +0.005” oversize	£12.00 +VAT
JAP OHV (rocker box) inlet manifold nuts in stainless steel	£27.33 +VAT
JAP KT (big port) exhaust nuts in stainless steel (same as MX)	£27.33 +VAT
MX2/4 exhaust valve guides (RE255) STD and +0.002” o/size	£10.50 +VAT (no oil hole)
MX exhaust nuts in stainless steel (same as JAP KT big port)	£27.33 +VAT
R117 – Gearbox detent spring cups	£7.83 (+VAT)
R118 – Gearbox outer detent springs	£2.95 (+VAT)
Wormwheel bolts STD (0.312”) (five with nuts and washers)	£80.66 / set (+VAT)
Anzani CCW “beehive” valve springs (not for M3 engines)	£24.00 /set (+VAT)
Anzani inlet and exhaust valves (9 mm stems) reworked (for M3 and some CCW engines, reworked with a key slot instead of the 1/8” diam. pin hole. Chuck also has the correct 3/32” x 3/8” key steel in 4” lengths for you to make your own valve stem keys).	£28.80 (+VAT)

R128 layshaft spindles and RE199 Matchless rocker arm pins have been delayed in heat treatment.

Next month we expect to have in stock (new to us) propshaft splined front ends (twin and F types), 2-speeder dog sprockets (12 & 18T) and rear sprockets in 29 & 33T (B and M/ C) and 38T (B only).

Notes:

R38 propshaft dog end: These have been made with the tube ends in two sizes (1.356” and 1.340”) to suit either 15 SWG propshaft tubes (original size but now unobtainium) or 14 SWG propshaft tubes respectively. The tube ends have been stopped off during nitriding so that they are unhardened and can be skimmed slightly if necessary to suit the bore of a particular piece of tube.

*You must specify which of the two sizes you require when ordering one of these from Bob Derricott*

R258 driving plate/ring gear: These have been induction hardened on the ring gear (see photo bottom right on page 29) and have the correct gear tooth chamfering so should have superior durability compared with the original parts.

MX and JAP KT (big port) exhaust nuts: When preparing to order a new batch of JAP LTOWZ inlet manifold nuts a member of the team recalled that they were very similar to the Matchless and JAP SV exhaust nuts (same size hex and thread etc). We could not recall when or if Mogspares had last stocked these, so since the hexagons have to be generated (no suitable size S/S hex available) it was an ideal opportunity to get some of those parts made at the same time. A spring steel support ring should be fitted between the nut and the flared end of the exhaust pipe and these are on order and should be available next month. We already stock the correct size crushable copper composite washers that should be fitted between the pipe end flange and the cylinder exhaust stub.

Steve Hughes on behalf of the Mogspares team.

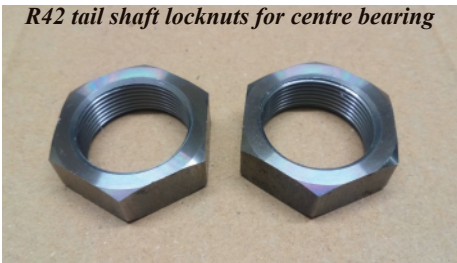
*R38 propshaft dog ends in two sizes*



*R40 tail end shafts with full length keyway*



*R42 tail shaft locknuts for centre bearing*



*R117 gerbox detent sprint cups*



*R118 outer, R118/1 inner detent spring*



*R134 constant mesh pinion blind bush*



*R152 wormwheel bolts (STD size)*



*LTOWZ manifold nuts*

