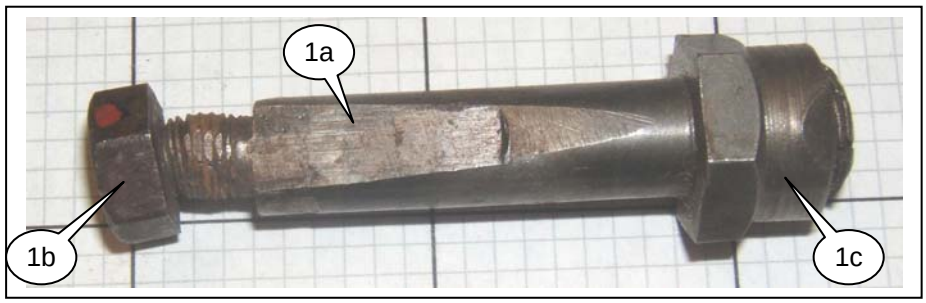
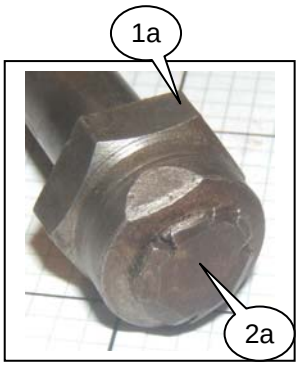
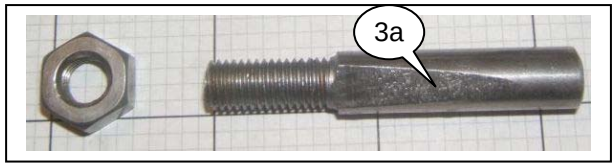
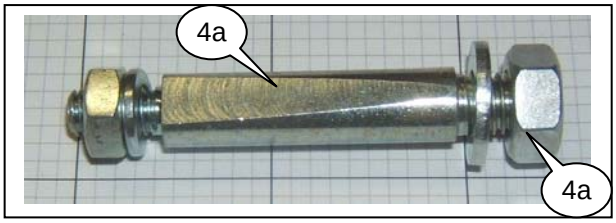
Supplemental Information & Instructions
for
261-097 Taper Pin, with Nuts
MG TC King Pin









A Little History

This taper pin secures the king pin, and it acts as a steering stop. The original pins (1a) were threaded on both ends. The small end (1b) was threaded ¼ BSF and had a normal hex nut. The big end was threaded 5/16 BSF, and it had a special collared nut (1c). Supplied slightly oversized, the taper was finished with a hand file to achieve a proper fit. The big end (2a) is peened over, either from someone with a hammer bashing it, or from being hit repeatedly by the steering stops on the backs of the swivel axles. The small end (1b) is bent and deformed, no doubt by someone trying to drive the pin out. Many replacement king pin sets include pins of a simpler design (3a). These pins are available from a number of suppliers, including Moss. They are perfectly functional, but they are hard to remove without destroying them.

About the Moss Pin 261-097

We now offer a pin (4a) that is threaded on both ends, and it comes with the appropriate ¼" & 5/16" BSF hex nuts, a ¼" spring washer and a 5/16 flat washer. The large nut (4b) is not collared as original, but its function is preserved.

Installation & Removal

Test fit the pin. In some cases, only one or two threads will show. DO NOT BASH IT IN WITH A HAMMER. That comes later. File the flat area of the pin as needed to achieve a proper fit. You should have enough threads exposed on the ¼-BSF end to fit the nut and spring washer. Once you have the proper fit, leave the large nut loose, and the pin is driven into position with a ***brass*** drift and a hammer. *NOTE: If the large nut touches before the pin is seated, the taper pin will be loose and it will not work properly.*
Tighten the small nut (3/16W wrench); this seats the pin and holds it in place.
Tighten the big nut (1/4 W wrench).
To remove the pin, loosen the small nut
Tighten the big nut.
This puts tension on the pin.
Place a center punch in the middle of the small end of the shaft.
Hit center punch with a ball peen hammer.
The pin is already under tension, the shock should pop it loose.

Moss Motors, Ltd.
440 Rutherford Street, Goleta, California 93117
In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400
Moss Europe Ltd.
Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB
In the UK: 020-8867-2020 FAX:- 020-8867-2030