

Recently, I chose to replace the worn parts of the Drag-link ie the ball pins, springs and thrust blocks. There are some excellent helpful articles that have been written which make the job interesting and enjoyable. However, getting the existing Drag-link off the car can be challenging and a little difficult, as you require at least three hands. As God only gave me

two, I used a carpenter's Sash Cramp to compress the assembly while I removed the two 1/4BSF bolts to then enable the end cap's to be removed. It really was that simple.

Reassembly can then be carried out on the bench in the vice, again using the Sash Cramp and then the completed assembled Drag-link put back on the car.

If the end caps are of the early design, they will not have grease nipples fitted. This

modification can be carried out by drilling and tapping to fit a grease nipple on each so that lubrication can be applied during your annual service.

The only other additional tool is a Joint Splitter to break the ball pins from their resting place for many years, but this is covered in some of the articles written on 'dismantling' which are highly recommended reading prior to undertaking the task.

My thanks to the late Ian Mason-Smith of the Dorset A7C for the use of the diagram above.

