Chris Witor Exchange Parts Suitability

The following points should be checked to see if old units are worth returning:-

Front Suspension Struts -

- No excessive rust, particularly on and above spring platform.
- No bent legs, usually visible as a kink on the tube just above the bottom forging.
- No stripped or damaged thread on top of tube.
  Strut Top Mount –
- No failing of rubber bonding either to inner tube or outer casing.
- No distorted/bent outer casings.
- No excessive 'sag' – inner metal tube high in top mount casing.

Track Control Arm –

- No excessive/laminating rust.
- No lower ball joint casings loose in arm.

Tie Bar –

- No stripped/badly damaged thread on bush end.
- No deep rust on shank, where bushes locate.
- Non-anti roll bar type – broken lugs unacceptable/uneconomic to repair –
  Anti roll bar type – broken acceptable, but original broken pieces must be enclosed with unit - £5.88 is deducted from refund to cover repair.
- No previously welded/plated units acceptable.

Steering Racks –

- No obviously bent rack bars.
- No water contaminated thus rusty internals.
- No rusty main tube, particularly on manual racks where mountings sit.
- Refundable values January 06:
  Pinion £47.59. Bar £79.31

Rear Hub –

- No spinning dust shields, or chiselled nuts, as this is usually a sign that the inner bearing has spun, wearing a groove into the stub axle, which is the key component of the hub.
- No stripped, bent or mushroomed thread where drive flange is retained.
- No deep wear into yolk, caused by U/J failure
- Bent drive flanges are acceptable, but £23.50 will be deducted from the exchange deposit, to cover precision re-machining of the face.
- We usually strip hubs before surcharge is refunded to check for internal problems such as: chaffed taper of stub axle or flange, belled taper inside flange, worn spigot on flange where outer bearings sits, damaged threads on stub axle at adjuster nut end, signs of heating in attempts to previously split hub.
- In event of key components being unserviceable, the following will be deducted from deposit: stub axle - £35.25, drive flange - £23.50

Prop shaft –

- No spinning UJ bearing caps or major wear of UJ into yolks, on main body tube or man/OD & BW65 auto slider.
- Damage to end yolks/flanges are acceptable as these can easily be replaced.
- No excessively worn slider spline on man/OD or BW65 auto.
- No excessive rust or grooves on slider.
- No bearing cap spin in slider yolk – if slider in un-serviceable, this is replaced, but new cost is £35.25, equivalent to deposit.

Diff Nose Sub frame Bracket –

- No recess wear in housing where diff quill shaft bearing sits.
- No split/broken square flanges, where the flange joins the tube.
- No brackets where previous attempts have been made to weld repair any failure.

Diff Quill Shaft –

- No bent shafts.
- No shafts with deep rust or scoring where oil seal runs.
- No wear pocket in internal spline.
- No damaged thread.

Diff –

- No unit with previous history to whine.
- No scarring on crown wheel and pinion teeth due to previous oil loss.
- No broken teeth.
- No damaged thread on pinion – often caused by sub frame bracket failure.

Flywheel –

- No welded on ring gears.
- No broken register that ring gear fits up against.
- No damage to clutch running face – although slightly crazed/surface cracks are normal and acceptable on most used flywheels.
- No unsightly or badly positioned after market balancing holes – we prefer balancing holes on similar circle diameter to clutch mounting holes.

Camshafts –

- No lobes with more than 25% wear on their tip.
- No scored or deeply rusty bearing journals.
- No chipped or broken teeth on drive gear.
- No keeper plate slot wear in excess of .006" – use good keeper plate and feeler gauges to check – we can undertake repair/modification to keeper slot which is the equivalent to £40.00 deposit value.

Petrol Injection

- PI pressure relief valve – no missing or rusty internals.
- PI pump – no 'hammered' motors, with broken magnets.
- PI metering unit – no seized/tight/rusty rotor - no missing inlet union.
- PI injector – no excessive rust on nozzle - no non-circlip 'sealed for life' type.

Starter Motors –

- Most equivalent types acceptable.
- None rusted solid units.

Alternators

- Most equivalent Lucas types acceptable none rusted / corroded solid.
- No broken castings