

MB Services – Headset preparation

HEADSET RESTORATION

One part of a restoration rebuild which is overlooked is the headset.

The amount of headsets we see, that have miss matched tops and bottoms or a distorted top or bottom and thats without seeing damaged castings which is a separate issue to this.

Here is a SIL Indian headset top and bottom, these are about the lowest you can get. When you quickly look, they don't look bad but once you start on it, you realise – NOTHING FITS! And this is brand new.

These have now got to be the dregs of the dregs from SIL. Try working on a Vietnam one and they are as bad.

The headset didn't fit, the headlight didn't fit, the head light rim didn't fit and non of the 4 screws didn't fit either!

To start, you have to find the high spots on the top and bottom, grind and shape these away a little bit at a time, until they fit. Whilst you're doing this you're cleaning away the the rough casting marks where the castings have come out of the moulding. tools.

With a headset fitting, its time to get the headset screws to fit, this means opening out the holes in the bottom, then shaping so the screws fit in place, on this one and others we've done the screw holes are at a different angle to each other so you have to elongate the holes until free and of course the threads are not cut correctly so you've to run a tap down the threads.

So now we've got them bolted together and you can try to fit the headlight. With an Indian headset and an Italian headlight unit – what hope do you have? The headlight needed grinding each side just to get the headlight in the hole!

Once fitted, you have to grind and shape the recess where the headlight rim fits. This is find the high spots, mark it, unit out, do a file here and a file there and fit the unit again and keep doing this until the rim fits the casting as best as you can. When this is done you can shape the outside of the castings to suit the rim so there isn't a bad step.

Then you've to do the improvement mods inside the headset bottom where the clutch and front brake cables fit and turns. Get rid of the sharp bits, open and blend so the cables don't snag and wear away in use. I also grind the headset where electrical cables will fit between the casting and headset yoke.

This was so bad it needed most of the outside lightly grinding to take off bad casting marks to blend the casting ready for blasting, preparing and painting.

Theres nothing like a perfect fitting headset, with screws that fit easily.

Ideally you should then do a dry rebuild with the rods and pulleys before it's painted – this is another part of the restoration.

This headset took two hours! Time is money as they say but you couldn't have fitted these parts new after painting.



















