

**Background:**

I received a pre 97 M800 old style in the mail last week. Unfortunately, the Piston shaft was damaged in that pen. After much searching I was able to buy the part from a German source, the cost of which was gracefully reimbursed by the seller. The part is still in the mail. In the meanwhile, FPNer Gambosen happened to have a broken M800 barrel which he agreed to donate to me so that I could remove the part and use it in my pen. I thought this was a good chance to document the procedure. It might be useful to someone else as well.

**The Pelikan piston filler exploded view:**

The terminology for the parts is mine. I am not sure what Pelikan calls them.

**Disassembly:**

The piston filler unit on the M800 and the M1000 and a few other modern Pelikans feature a threaded-in construction. The filler is screwed into the barrel using **left hand** threads. The filler unit has two flat slots to engage a spanner. A standard 7mm open spanner filed down in thickness to 0.8mm is a suitable tool. A 7mm slot cut in a credit card or a on a thin glass epoxy PCB board also works fine.



Engage the spanner to the slots, tighten the knob down on the spanner and move the spanner Clockwise(CW) to unscrew the filler unit from the barrel.

Once the piston filler unit is removed out of the barrel, unscrew the knob fully and separate it from the connector. So the parts in hand will be the piston shaft with the seal at the end, the brass connector, the hollow nut and the filler knob.

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Maintenance will usually involve only cleaning the parts and applying lubricant to the piston seal. I use pure silicone grease.

In order to set the piston stroke in a hassle free way without trial and error, it is better to separate the anti-rotation bush from the connector. The process will be described below. You can do the stroke adjustment even without removing this bush, but with the bush removed, anyone with even little experience should be able to set the stroke correctly in the first attempt. The bush is press fitted into the connector.

The bush removal can be done either by knocking it out or gently prying it out with your fingernails. I usually knock it out.







The hollow nut has slots at the bottom which engage with the corresponding slots inside the filler knob.





**Reassembly:** Engage the hollow nut into the filler knob and screw the knob onto the connector fully.









The following pic shows what a good piston shaft should look like:



The lower part is the good one given to me by Gambosen.  
I hope you find this useful.

Hari. [First posted on FPN by Hari317 on 31<sup>st</sup> March, 2013.](#)