

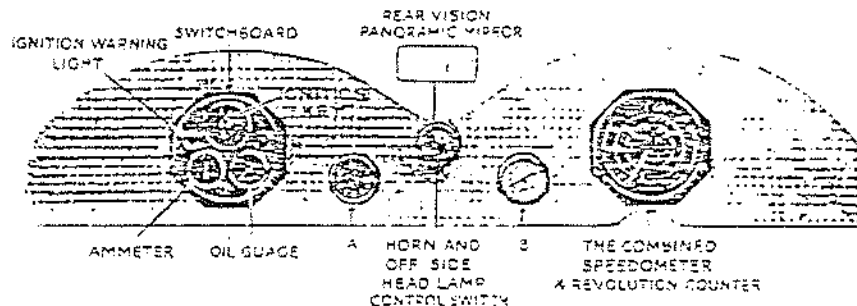
J2 TECHNICAL ARTICAL

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 From Octagon Heaven
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ORIGINAL AND CORRECT FINISH OF FACIA AND IDENTIFICATION OF INSTRUMENTS

REFERENCE: Shop manual page pages 50 and 51



The facia is a machined finished aluminum plate, 1" diameter mottling. On the right side is the combination speedometer and revolution counter. This instrument not only reads miles/ hour but also r.p.m. in 3rd and top gears. It was manufactured by S. Smith and Sons (MA) Ltd, London. This black faced instrument with white lettering is covered with a glass face and set in an octagon bezel. The bezel was painted black. Although the round raised area on the bezel was chrome on the prototypes, it is believed to have been black on all production cars.

In the center top was the horn and "off side head lamp control switch" (later well known as the dipper switch). This is similar to the type horn and dipper switch found on the 'T' series cars. Behind the horn and dipper switch is mounted the rear view mirror stand. This stand is held in position by the horn switch. The mirror was a panoramic mirror (convex). Note the base of the dipper switch is slightly wider than that found on the later 'T' series cars.

On the left side was an instrument panel. This panel has the identical octagon shape and size as the speedometer and is also painted black.

In the instrument panel are mounted the following items:

- a. Top center is the ignition key and light switch. The unit was made by Rotax which is now impossible to find. Since it looks similar to those of the later 'T' series, the Lucas switch will work for a replacement switch.
- b. Lower right was a 1 1/4" ammeter with a black face made by Lucas.
- c. Lower left was a 1 1/4" oil pressure gauge with black face made by Jaeger. Note some authorities believe it to me made by Smiths. The question is not important enough to argue about.

Continued discription of items found in the instrument panel:

- d. Upper left was a small ignition warning light.
- e. Upper right was a hole where they put in the MG logo button.

De Lux equipment attachments available were the clock, the water temperature gauge, and the oil temperature gauge. The clock was placed left of center. The clock was black faced and made by Jaeger. The water temperature gauge was placed on the right of center. Until September of 1932 the water temperature gauge had a silver face but after September it was a black faced. The water temperature gauge was manufactured by Jaeger. Although the picture in the shop manual does not show it, the Oil temperature gauge, if purchased was mounted in the position of the clock and clock was relocated to the left of the instrument panel. All de Lux gauges were 2" units and mounted in black painted octagon shaped bezels. The three guages were ordered as separate attachments.

Back to the instrument panel on the left side. Located between the ammeter and the oil gauge, at the bottom are the two-pin "plug-ins" (similar to those of the T-Series) for plugging in the trouble light. One is black and the other red.

-----other authorites comments-----

There are some who feel strongly that the Bezels and Rings on all De Lux and swept wing models were chome plated. This is different from what is stated on the first side, second paragraph.

According to one individual who now has the J2 origianly purchased new by his father, the car was ordered from the factor with a 6" revolution counter, J4 style. According to this individual, cars could be ordered with other specified instruments, other then what was listed in the sales material. If so, this opens the door for anything that was being used back in those days.