



J2 TECHNICAL ARTICAL

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From Octagon Heaven

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TORQUE SPECIFICATIONS MMM VINTAGE MG CARS

Bolt shank Diameter	Inch/Pounds Torque
1/4 B.S.F.	70
5/16 B.S.F.	120
3/8 B.S.F.	215
7/16 B.S.F.	355
1/2 B.S.F.	530

Head and Rod Bolts (special)	Inch/Pounds Torque
5/16 B.S.F.	190
3/8 B.S.F.	290

Special application notes:

B.S.F. British Standard Fine

(Don't confuse B.S.F. with Whitworth which is a course thread)

To convert inch/pounds to foot/pounds divide by 12

To convert inch/pounds to inch/oz. multiply by 16

Don't get upset with thich or thin nuts or the fact that two nuts for the same bolt may require two different sized spanners. The reason for such findings are:

--Back in the 1930's a whitworth nut and bolt fitted the same spanner as the B.S.F. nut and bolt of the same size. a 1/4 B.S.F. nut was fitted by the same spanner as was the 1/4 Whitworth nut. During this time the thickness of the nuts varied depending on who the manufacturer was.

--During the 1940's the standards were revised and extended and out of the standards came (a) nut depth was specified to something less then what had been practiced. Than change should not effect your torque specifications. (b) The second change revised the nut and bolt head size of the B.S.F. so that the dimension across the flat of the head was one step down from a Whitworth bolt of the same diameter. Thus a 5/16 B.S.F nut would take the same spanner as a 1/4 Whitworth nut.

--Thus on your J2 you may find nuts of different thickness and different flat dimensions.

--Where engineering considerations required it, original sized (dimensions across flats) can be still be obtained. examples are are cylinder head nuts and manifold nuts.