



J2 TECHNICAL ARTICLE

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LAYSTALL CRANKS FOR J-TYPES -- CLEANING OF OILWAYS

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The oilways in Laystall crankshafts are drilled so that they form a centrifugal oil filter.

The webs between nos. 3 and 4 and nos 1 and 2 big-end bearings each have the oil passages drilled so that two drillings go from the centre-line of each bog-end to the outside faces of the webs at the middle line of the crank, where small chambers are cut out. These have caps which are held in place by bolts which pass right through the web. Thus, there are a total of four caps.

High-speed rotation of the crank tends to throw sludge out into these caps where it collects and, if allowed to remain, will eventually block the oilways completely.

When changing the oil, it is therefore advisable to remove the sump, remove these caps and clean them out. This can be done with the crank in place and near t.d.c.. When reassembling it is essential not to over tighten the bolts because this will distort the caps and an oil leak will result. The locking device (wired castellated nut on mine) must also be replaced.

On my crankshaft, it was found that considerable sludge accumulated at first but now, after some 50,000 miles, very little collects. This is presumably because the dirt of ages (remember the J has no proper oil filter) has been cleaned out of the engine.

M.B.H.

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