



J2 TECHNICAL ARTICLE

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SERVICE INFORMATION SHEETS

These were issued by the M.G. Car Company to their dealers. The following note extracted from the cover of one such booklet shows, perhaps, that things have not changed much in the motor industry in the last forty years.

"The information contained in all Service Information Sheets has been prepared solely for the guidance and assistance of M.G. Dealers. IT IS OF A STRICTLY CONFIDENTIAL NATURE. Under no circumstances should Dealers impart the information contained in these sheets to their clients or leave these sheets lying about in places where unauthorised persons may have access to them."

Well here goes..... I hope that the following will assist those who are in search of the 'Original Finish' as well as relieving the pressure on the Technical Representatives.

SERVICE INFORMATION No. 16

The M.G. Magna.

Date of Issue January 1932

GUARD FOR JET CONTROL LEVER.

Instances have arisen in which the Engines have been flooded with petrol on the above Model, due to the fact that the passenger occupying the seat beside the driver has inadvertently placed his foot on the Strangler Lever on the Crossshaft.

To prevent a repetition of this a Guard Bracket for this Lever is being fitted to the Dash Panel on all Models now being assembled at this Works.

Supplies of these Brackets are available for Service purposes as and when required.

SERVICE INFORMATION No. 2D.

The M.G. Midget (Long Chassis)

Date of Issue January 1932

CLUTCH THRUST LUBRICATION.

With reference to Service Instruction Number 5, relating to the suggested method of lubricating the Clutch Thrust Bearing on the Magna Models. It is pointed out that it is not possible to adopt this procedure on the 'D' Type Units.

This is due to the fact that the use of a Grease Gun is impracticable as the Clutch Operating Sleeve is designed with an Oil Cup fitting and not with a Greaser as provided on the Magna Unit.

Engine oil should be used as a lubricant for this Bearing on M.G. Midget Units only and a few drops only should be applied after every 500 miles.

SERVICE INFORMATION No. 2 ALL MODELS.

Date of Issue February 1933

QUICK FILLER CAPS

On racing Cars to which Quick Filler Caps are fitted a Rubber Washer is used for those fitted to the Radiator and a special composition Washer when the Cap is fitted to either the Petrol Tank or the Oil Tank.

When ordering these Quick Filler Caps it is essential that the purpose for which they are intended should be specified, as the Rubber Washers of the Radiator Quick Filler Caps will soon perish if these Caps are fitted to Petrol Tanks.

SERVICE INFORMATION No. 15D

Date of Issue January 1932

The M.G. Midget (Long Chassis)

TOOL BOXES

To prevent this a piece of wood 2" x 2" x 1/4" is being fitted between the Dash Panel and the bottom portion of the Tool Box, commencing at Chassis Number D0371. This Packing can be fixed in the required position by means of four Panel Pins 1/2" long.

A complaint has been received regarding the above, to the effect that this fitting becomes loose after Cars have been in use for some time. This is due to the continued movement of the bottom of the Tool Box towards the Dash Panel, caused by the pressure exerted on the Starter Switch when operated.

This Packing can be fixed in the required position by means of four Panel Pins 1/2" long.

SERVICE INFORMATION No. 3J

Date of Issue January 1933

The M.G. Midget (Series J1 and J2)

IGNITION TIMING

With reference to the matter of Ignition Timing on the J1 and J2 Type Cars fitted with automatic advance Distributors.

It has been found on test that the best Ignition Timing is fairly critical, and that on the average Car the amount of advance required is equal to exactly 1 1/2" measured on the rim of the Flywheel in advance of the top dead centre mark.

It is suggested that when checking the Ignition Timing of these Cars, the Flywheel mark should be made with the setting stated above, which in most cases will be found to be the best setting.

SERVICE INFORMATION No. 4J

Date of Issue January 1933

The M.G. Midget (Series J1 and J2)

IMPROVEMENTS RELATING TO THE J2 TYPE SPARE WHEEL CARRIER

Owing to the difficulty experienced in getting the Spare Wheel Carrier Chromium-plated in a satisfactory manner to give good service, it has been decided that, in future, the amount of Chromium plating on the Carrier will be confined to the outer straps and the centre plate.

All parts of the Carrier adjacent to the Petrol Tank will be suitably cellulosed to match the body of the car to which it is fitted.

We would point out that on all occasions when, for any reason, the Service Department is asked to exchange a Carrier, whether it is due to defective plating, or any other cause, the replacement Carrier will only be partly Chromium-plated to conform with the new Production method.

SERVICE INFORMATION SHEET No. 30

Date of Issue, June, 1934

Revised and Re-issued: February 1936

N Two-seater Model

TWO SPARE WHEELS

As several calls for second spare wheel fittings have been received at the Works, it has been thought advisable to notify Distributors and Dealers that it is of the utmost importance to strengthen the body at the point where the spare wheel hub is attached to the body.

It will be appreciated that the additional weight of an extra spare wheel secured to the original wheel would stress the rear portion of the body to such an extent that (especially in the case of cars used for trials) very bad body distortion, if not fracture, would result.