

J2 TECHNICAL ARTICLE

Number 32

From Octagon Heaven

June 30, 1981

Resource M.G. Car Company Ltd.
Issued April 1933

SERVICE INFORMATION SHEET NO 7J - SUBJECT VALVE TIMING ON J ENGINES

(see Article #16)

When checking the valve timing on J Type Engines, it is advisable in addition to setting the Engine at T.D.C. by the Flywheel marking, and engaging the correct marked tooth on the Camshaft Bevel, to examine the Valve Rockers.

It is possible for a person not acquainted with the Engine to set the Rockers in various wrong positions which will cause considerable variation on timing of the corresponding Valve.

Our own practice which prevents mistakes, is as follows:-

1. The clearance is measured between the Rocker and the back of the Cam and should be .006" tested by feeler gauge.
2. The clearance must always be decreased by pressing the handle of the spanner downwards, this makes it impossible to turn the eccentric the wrong way up.

Apart from this there are one or two details connected with this procedure which are worth knowing from the point of view of absolute maximum efficiency in tuning so far as Valve timing is concerned.

The Valve Gear is designed to give absolutely correct timing with the eccentrics in position shown in figure 1 and any deviation from this position will in theory and in fact, affect the timing to a corresponding extent.

By the use of a gauge as shown in Figure 2 the lengths of the Valve stems can be made correct within a few thousandths of an inch, and the eccentrics will then automatically take up their correct position when adjusted to .006" clearance.

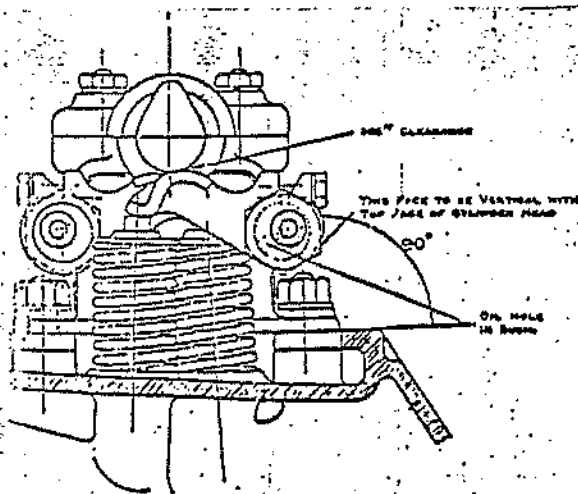


FIG. 1.
VIEW SHOWING POSITION OF ECCENTRIC DUSHER WHEN VALVES
HAVE BEEN MACHINED TO GAUGE.

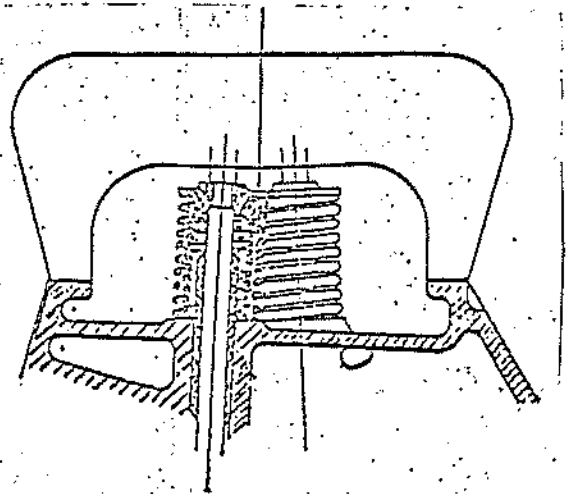


FIG. 2.
VIEW SHOWING METHOD OF GAUGING
VALVE HEIGHTS.

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