



J2 TECHNICAL ARTICLE

Number 55

From Octagon Heaven

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REMOVAL AND REPLACEMENT OF THE ENGINE

The owners "Instructional Manual" does not cover this type of work but the "Work Shop Manual" by W.E. Blower does a fine job step by step. I did however discover an omission in the instructions so would like to re-write the procedure.

1. Disconnect the positive and negative cables from the dynamo.
2. Drain the radiator.
3. Drain the oil from the engine sump.
4. Remove the bonnet completely.
5. Slacken off the radiator hose clamps and remove the hoses.
6. Remove the bolts securing the forked ends of the radiator/bulkhead tie rods and remove the tie rods.
7. Remove the two bolts securing the radiator to the engine support bracket and lift off the radiator.
8. Disconnect the petrol pipe at the carburetters.
9. Disconnect the slow-running control, the mixture control, and the accelerator control at the carburetter.
10. Disconnect the starter control and remove the starter.
11. Remove the front exhaust pipe at the manifold, slacken the exhaust pipe at the silencer (muffler) and remove the exhaust pipe.
12. Remove the two rear engine mounting bolts, distance pieces, rubber mountings and fiber washers.
13. Place a sling around the engine so when the engine is lifted, the front end will be slightly higher.
(Note this is where Mr. Blower forgot something, see below)
14. Place a jack under the gear box to support the gear box when the engine is removed.
15. Remove the bolts securing the clutch housing to the bell housing and lift the engine slightly more on the front end and draw forward and remove.
16. Replacement is done in reverse order.

SUGGESTED REPLACEMENT OF NUMBER 13 ----- He forgot the front motor mount!

Place a sling around engine. Remove the two bolts on the lower clamp holding the motor mount onto the dumb-iron of the chassis. Lower the front of the engine slightly to permit the removal of the four bolts of the front engine mount and remove the engine mount. Lift the engine back to its normal position and then slightly higher to position engine and gear box for separation and removal.