

J2 TECHNICAL ARTICLE

Number 61

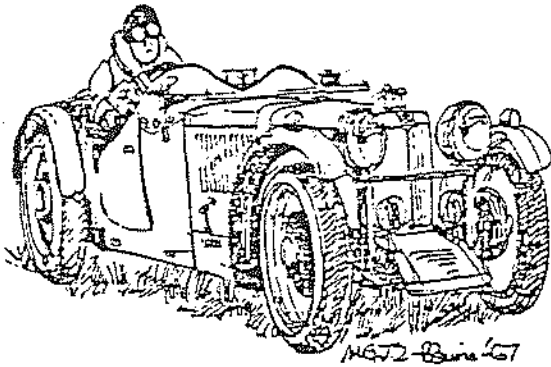
From Octagon Heaven

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SERVICE INFORMATION SHEET NO. 9 - FUEL SUPPLY

It has been found on J1 and J2 cars fitted with a Petrolift that there is a tendency for the fuel supply to limit the maximum speed of the car and cause what is commonly known as "drying up."

A careful investigation of the question has shown that the difficulty can be rectified as follows:-

1. The petrolift should be fitted $1\frac{1}{4}$ inch higher. No alteration is necessary to the petrol pipes to effect this alteration. Commencing at chassis No. J0300 on the J1 and chassis No. J2300 on the J2 Type, this alteration has been brought to standard.
2. The existing float-chamber covering fixing screws should be replaced by screws having a slot cut in them to provide larger vents to the float-chambers.
3. The float-chamber needles required are $5/32$ inch diameter with a seat to correspond.
4. The screws securing the float-chambers to the carburetter bodies must be tightly screwed up, as tests show that if these screws are slightly loose drying up may occur.
5. When reassembling the carburetters care must be taken to see that the toggles have not been bent. On putting the main jets in the full rich position the petrol level should be just below the top of the main jet. If this is not so the toggles may be bent slightly up or down as required.

In the case of J Type cars fitted with the ressure type petrol pump it has been found that a $1/8$ inch diameter needle and seat give satisfactory results.

Supplies of needles and seats, also float-chamber cover fixing screws, may be obtained on application being made to our Service Department.

N.B.-As a great many J Type cars have been modified on these lines, in event of any defect in the fuel supply a careful check should be made for each of the various points mentioned, before it is assumed that the modifications have not already been made.