



J2 TECHNICAL ARTICLE

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From Octagon Heaven

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DID THE J SERIES HAVE AN S.U. FUEL PUMP OR WERE THEY ALL FITTED WITH THE PETROL LIFT ?

It was just pointed out to me that the petrolift was no longer used on the J2 after car number J3433. The authority for this was a J2 parts listing dated 1935. Thus J3434 was the first J2 to use the petrol pump.

Other changes in petrolift are seen in the parts list.

| Part No. | MG | DESCRIPTION | MG | No. Used | | | Price Each |
|-----------------------|----|--|----|----------|----------|--------|------------|
| | | | | 2-Seater | 4-Seater | Saloon | |
| PETROL TANK AND PIPES | | | | | | | |
| 1859 | | Petrol pipe, tap or main pipe to Petrolift Ceased 2-Seater at Chassis No. J3433 | | 1 | 1 | 1 | 2 3 |
| 2774 | | Petrol pipe, main to petrol pump Comm. Chassis No. J3434 | | 1 | — | — | 2 1 |
| A242 | | Petrolift Ceased 2-Seater at Chassis No. J3433 | | 1 | 1 | 1 | 2 10 0 |
| A444 | | Petrol pump ... Comm. Chassis No. J3434 | | 1 | — | — | 2 10 0 |
| 1860 | | Petrol pipe (Petrolift to carburettor) Ceased 2-Seater at Chassis No. J3433 | | 1 | 1 | 1 | 3 0 |
| 2773 | | Ditto (petrol pump to carburettor) Comm. Chassis No. J3434 | | 1 | — | — | 5 4 |
| A481 | | Petrol pipe connection for ditto Comm. Chassis No. J3501 | | 1 | — | — | 1 5 |

I'm glad that that question is resolved for several have been wanting that question answered.