



J2 TECHNICAL ARTICLE

Number 161

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From Ocagon Heaven

Resource: M.G. Car Company
- spare Part list-

ENGINEERING AND PRODUCTION CHANGES

As was noted back in article number 155, the parts listing indicates changes. After having my copy of the list for four years, I finally started reading it. There is not much duller reading then a parts list--- even a dictionary is better than a parts list! Yet, I came onto some interesting information so started making a list of the changes.

The parts list gives chassis numbers for changes, parts deleted, added, and modified. In some cases they give engine numbers. I also found some parts listed as O.S. and others (same part) listed as N.S. I must assume that is "old stock" and "new stock" which means there have been some change but not important to application to the car. I would assume (and that is dangerous) that the difference between a part of O.S. and N.S. would be material, finish, etc., but not important to function.

The following material is the list of changes where a serial number was provided. I looked up the production date of that change and have added a note number to discuss the change

J2 Production changes

(based on "Spare Parts list")

AREA	DESCRIPTION OF PART	CHASSIS NUMBER OR OTHER NUMBER	DATE	NOTES
Chassis Frame	-Side members (changed)	J3438	7-13-33	A
REAR AXLE	-Oil retaining felt & retaining ring (replaced by different)	old axle 72/1500 new axle 117/1	?	B
Front Main Bearing Housing and Nose piece	-Engine nose piece and front bearing housing cover plus screw set	Engine #2500	9-8-33	C
Crankshaft & Flywheel	-Thrust washer, oil retaining flange, fan pully distance piece and starting dog nut	ceased engine 2500	9-8-33	D
	-Thrust bearing sleeve, crankshaft thrust bearing and starting dog nut.	Started engine 2501		
Connecting Rods and Pistons	-Connecting Rod with cap & Bolts changed with addition of rod bush (small end)	Engine 1675	2-21-33	E
	-Pistons, Compression rings, Scraper rings and gudgeon pin plus screws	Engine 1675	2-21-33	F
Clutch Details	-Clutch lever pin	Engine 2501	9-8-33	G
Electrical Details	-Distributor (manual to automatic)	Engine 751	9-2 -32	H

Area	DESCRIPTION OF PART	CHASSIS NUMBER OR OTHER NUMBER	DATE	NOTES
Controls	-Coupling ROD to Throttle ball joint	Engine 551	9-2-32	I
	-Jet control connecting rod	Engine 551		
	- Ignition Control Assembly-ceased	J2196	9-22-32	H
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Exhaust Systems & Silencer	- Front Exhaust pipe	J2581	9-11-33	J
	- Rear exhaust pipe			
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Petrol Tank & Pipes	-Petrol pipe tap to petrol lift(pump)	J3434	7-13-33	K
	-Petrol lift becomes petrol pump			
	- petrol pipe from pump to carb.	J3591	9-11-33	L
	-Petrol pipe from pump to carbs			
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Dashboard & Fume Excluders	- Undertray	J3581	9-11-33	M
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Electrical Equipment & Instruments				
	- Instrument panel with Ammeter (from flat glass to dome glass)	J3576	9-8-33	N
	-Combination Speedometer/revolution counter and cable	J3576	9-8-33	O
	-Added speedometer reduction box	J3576	9-8-33	O
	-Oil gauge (from flat glass to dome)	J3576	9-8-33	P
	-Battery & Battery Carrier	J2944	2-27-33	Q
	-Rubber pack for side lamps & Rubber bush for tail lamp cable (ceased)	J3437	7-13-33	R
	-Windscreen wipper (from Suction type to electrical)	J3529	8-3-33	S
	-Windscreen wipper assembly	J3529		
	-Driving mirror with bracket	J3529	8-3-33	T
	-Horn Bracket plus added clip on bracket	J3438	7-13-33	U
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Bonnet, Wings & Flarings				
	-Front Wing	J3438	7-13-33	A
	-Headlamp mounting bracket	J3330	5-8-33	V
	-Front wing rear stay, bolt & rubber (ceased)	J3437	7-13-33	A
	-Combination front wing stay & Headligh brkt. plus distane piece	J3591	9-11-33	X
	-Rubber ferrule for front wing, rubber washer plus bolt & distance washer	J3438	7-13-33	A
	- Rear wing and rubber washer plus buff	J3438	7-13-33	A
	-Running board, step-channelling, rubber and rubber moulding between fenders	J3438	7-13-33	A
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Floorboards & Carpet				
	- Leather cover for Speedometer reduction gear	J3576	9-8-33	O
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Facia Panel & Windscreen Details				
	- Windscreen complete 1933 (Grilled for suction motor)	No number	8-3-33	S
	-Windscreen complete with strengthened supports	No number	?	W
	-Windscreen complete 1934 (Electric motor with flat exterior mirror)	No number	?	Y

The comments on these changes follow on the following page(s)

Note A:

According to the parts list all parts except for the side members are the same. That means that the change is in the side members. This means there had to be either, a change in shape, a change in size or strength, or a change in holes for bolt on parts. This had me confused for a while as I was sure there was no change in shape and any change in size or strength would not be important to the chassis number. This means there had to be a change to the bolt holes for bolt on parts. It took me a long time to figure out the change but when I got back to the area on BONNET, WINGS, & FLARINGS, I realized this was the point of going from cycle fenders to wing fenders. The thing that confused me was that the production change was 7-13-33. According to the sales material from 1933, all 1933 cars had wing type fenders. July 13th is a little past the start of the year, but July 13, and J3438 was the first wing fendered J2!

Note B:

This change brought in a different type of felt seal. The original seal was fitted behind the rear wheel bearing carrier. The change placed the seal inside the carrier behind the race.

Note C:

One authority said this was the addition of the trigger front ball race while another said it was fitting of the crank 3rd bearing conversion.

Note D:

This was the elimination of the fan pulley and the change of the oil thrower to brass.

Note E & F:

Prior to 2-21-33, the J2 used the 'M' type pistons with clamp screw connecting rods. With this came the new floating gudgeon pins.

Note G:

Know one can tell me anything about this one!

Note H:

This was the change from the manual distributor to the automatic advanced type.

Note I:

One authority started that this was the change from the AUC172 horizontal carbs. to the AUC185 semi-down draught type.

Note J:

Know one can tell me why there was a change to both the front and rear exhaust pipes with no indication of a silencer change.

Note K:

This was the change from the petrol lift to the petrol pump.

Note L:

One authority claims that like the old petrol lift problem, they had a similar fuel vaporization problem with the early electric fuel pump and thus had to also lower it on the bulk head, and with that needed a different petrol pipe from the pump to the carbs.

Note M:

Know one can tell me anything about this change.

Note N & P:

This was a change to the glass on the ammeter and oil guage from a flat glass to a dome glass.

Note O:

My experts can not tell me about this but there had to have been a major change to the speedometer/revolutipn counter for not only was the unit changed to something else, but also the cable. There was also a key change as a reduction box was added onto the gear box (transmission) to make this new assembly work. One parts dealer in England claims this is the introduction of the "P" type speedometer/revolution counter, yet, my other experts say, "no way".

Note Q & R:

These two changes are not related, I just combined them since nobody can tell me anything about either change.

Note S:

This was the change from the suction windscreen wipper motor to an electric wipper motor.

Note T:

This was a new center mirror. This is the one Walker has been making replicas of.

Note U & V:

Again, no information on these two unrelated changes.

Note W:

This was the second modification to the windscreen with strengthened supports. This was sometime after the electric wiper motor was started.

Note X:

One authority thought this was related to the Service Information Sheet in my Technical Article number 22. I do not know, it (the Service Sheet) was dated January 1933, yet the change in production on this item, (what-ever-it was) did not take place until 9-11-33. This change came after the new wing fendered cars so it has something to do with that headlight assembly.

Note Y:

This was the third type of windscreen with a rear view mirror bracket incorporated onto it for the outside rear view mirror.