

## J2 TECHNICAL ARTICLE

Number 174

October 5, 1983

From Octagon Heaven

Resource- ROTAX LTD

Drawing S601

-BLOWER Shop Manual

### STILL MORE ON THE ELECTRICAL SYSTEM

Notice please it has been 20 days since I wrote the last article. I want you to know that that 20 days has been pure HELL. After looking at the Rotax drawing S601 and the Blower shop manual drawing and deciding to put out the Blower drawing (since it was easy to reproduce and there were only about two differences. Yet I was sure both drawings were in error. The headlight system would not function per Jarrard's standards.

So what followed was a lot of work to prepare to show you the Rotax drawing (which was a very poor reproduction reduced to 30% of what I had), plus a George's special (the Rotax reworked - as original), plus a detailed - two page story telling you there were errors for "I know that this can not be"!

Well did I ever get cut back down to size as I happened to do some reading.

Let me start at the beginning--- If you will go back to the last technical article and look at Blower's drawing you will notice that when the head light switch, at the instrument panel is turned on that one light is lite. The second is lit depending on which way the dipper switch is turned. If you go to the later pages of this article you will find the wiring a little different but yet the same results. "Well, any one knows that you need two head lights and there is a bright and a dim in each light; plus a switch to (as the English say) dip them".

So after a lot of work and a finished technical article number 174, I just happened to be looking through Blower's shop manual and noticed that all M.G.'s up to the TC only had one filament head lights and all were wired the same! So I started doing so<sup>l</sup> reading that I should have done long ago --- page 263 of Blower's manual says-----

"The headlamps are provided with a patented universally adjustable mounting which allows the beam of light to be set to the best advantage. This adjustment is obtained by slacking the hexagon locking nut, turning the lamp to the desired position and then locking it by tightening up the nut."

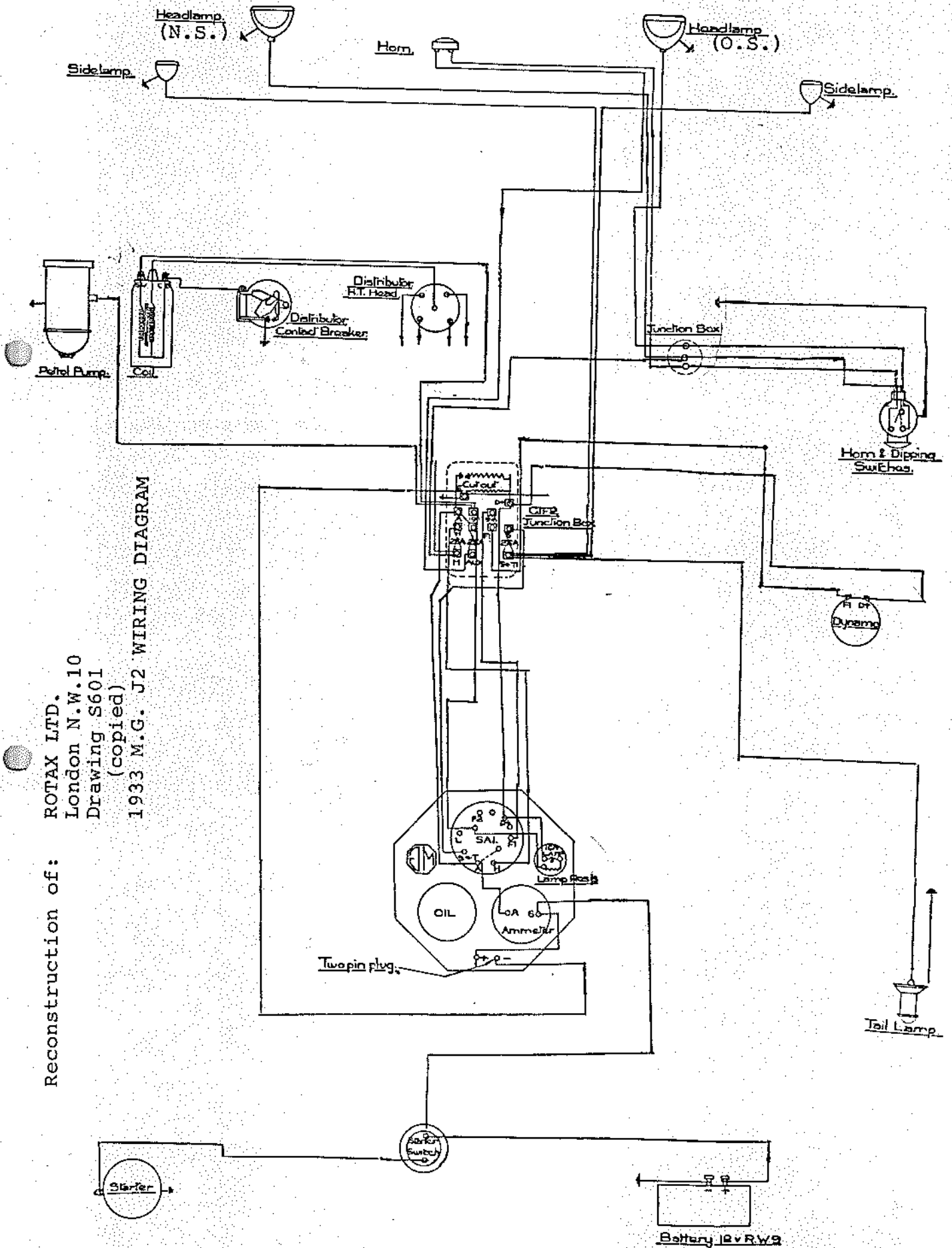
Well, big deal, we all know that! Then I read on and learned something!

"The near--side headlamp is set to throw its beam to the near side of the road and the off-side (set straight) can be turned off or on independently."

"THE OFF SIDE CAN BE TURNED OFF OR ON INDEPENDENTLY" !!!!!!!

(OVER)

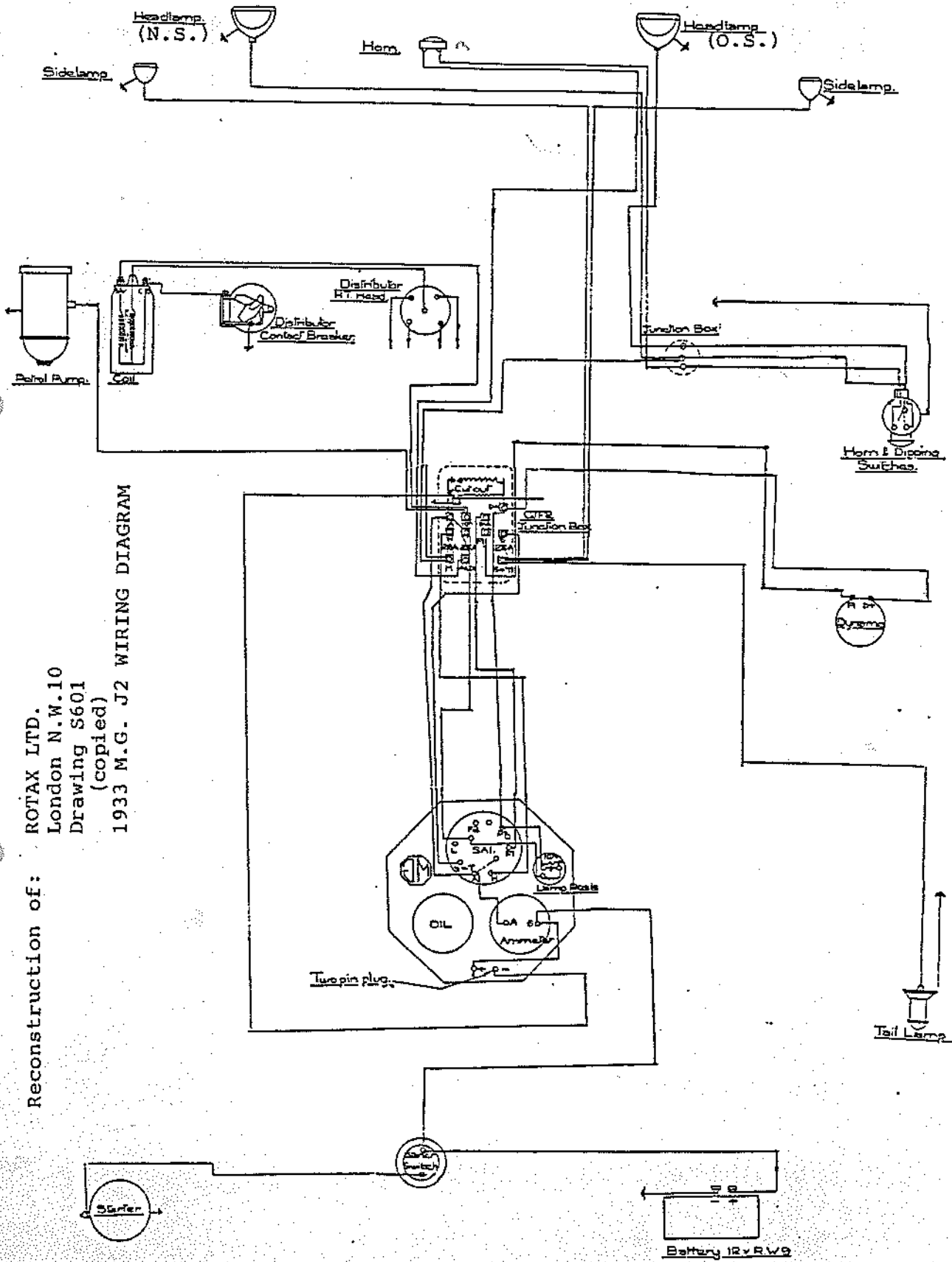
WIRING DIAGRAM OF THE J2 M.G. CHASSIS.



Reconstruction of:  
ROTAX LTD.  
London N.W.10  
Drawing S601  
(copied)  
1933 M.G. J2 WIRING DIAGRAM

Reconstruction of:

WIRING DIAGRAM OF THE J2 M.G. CHASSIS.



Reconstruction of:  
 ROTAX LTD.  
 London N.W.10  
 Drawing S601  
 (copied)  
 1933 M.G. J2 WIRING DIAGRAM

APPROX. 30% OF ORIGINAL SIZE



STARTER SWITCH  
1.35 A.F.  
1.0 W.  
12V.  
12.5 AMP.  
12.5 VOLT.

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8 W3-B OR  
RLTY-11 FI.

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K 914

O.S. SIDE LAMP  
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COIL

FT 81 SWITCHBOARD  
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STARTER SWITCH

STARTER SWITCH  
1.35 A.F.  
1.0 W.  
12V.  
12.5 AMP.  
12.5 VOLT.