



J2 TECHNICAL ARTICLE

Number 184

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From Octagon Heaven

Resource: Octagon Car Club
Thanks Richard Hartman!

ENGINE NUMBERS

In Technical article number 129 I explained part of the engine number but was not able to complete the details. In the Octagon Car Club news letter was the following information:

(Note the individual was restoring a NB (not a J2)

N.B. REBUILD — WHAT, MORE DISASTERS?

Yes, despite having peered into everything and been firmly of the belief that I had discovered the last of the disasters, an awful discovery was made on assembling the newly refurbished motor looking so resplendent in its signal red finish. I discovered that the 'NB' cylinder head had certain oil-pipe connections for which there was no provision on the engine block assembly. Knowing the motor was not of the original number, and having received no guidance as to the significance of A564/97C, I assumed the block to be from an earlier Magnette. However, on an awful 'hunch' I compared the pictures in Blower's Workshop Manual with my block and came to the conclusion I had an 'NB' head grafted to an 'L' type block. Rulers were quickly brought into service and my suspicions proved correct — the stroke was only 71mm, instead of the Magnettes correct 83mm, so I shall have to make do with only 1086 cc instead of 1271cc. Dear, dear, I began to wish I'd never started the project. No doubt she'll still be a nice car, but how I'll miss the 'lost' cc's. As a long term project I shall look out for a correct crank and short rods as I believe the whole assembly will fit into my block. To assist others looking at rebuild prospects, the engine numbers were compiled such that the last number gave the type. The following may be of use:

'J' type	72 Suffix i.e. 1234AJ72
'L' type	97
'P' type	135 (later types 165)
'C' type	65, F-67, K-113, KN-150
	PB-199, NA-134, NB-164 (two breather type)

Note the key significant information is the the number 72 indicates it was a J type engine.