



## J2 TECHNICAL ARTICLE

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From Ocacon Heaven

Reference: MMM Register Infoletter

### BRAKES AND FINAL TUNING FOR MIDGETS

#### Brakes.

Blowers Manual shows an illustration on Page 390 which must have puzzled some MMM rebuilders. It is not correct as it shows the cables leading off in the wrong direction from the grooves in the brake cross-shaft ends. The cable in the inner groove should go to the rear (not forward as shown) having first taken  $\frac{1}{4}$  of a turn around the grooves.

On my own J2 the holes in the chassis for the in-board cable adjusters were not opposite each other. I could only imagine they were drilled after the cables had been originally offered up at the factory to make up for unequal length of cable.

#### Final Tuning for Midgets - Ignition.

There is a difference between M.G. Workshop Manuals and the following written for Newnes "Modern Motor Repair" magazine, Part 1 by Cecil Kimber, in 1933.

The best gap for the 14 mm. plugs is .018 in. Correct gap for distributor points is .020 in.

With hand control ignition the points should be breaking at top dead centre, with the ignition fully retarded.

There are two types of automatic ignition fitted - one gives a 10 degree and the other a 13 degree advance (20 and 26 degrees on the crankshaft) On most Midgets the number 10 or 13 will be found stamped inside the distributor base. With the 10 degree advance type the points should be fully open at T.D.C., and with a 13 degree type the points should be half open. When I checked my own J2, WN 5807, which is chassis No. J2700 and engine (original) No. 1396 AJ, I found the distributor so stamped - but - with 8 degrees.

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Our four cylinder engines especially are very sensitive to tuning and need all the revs we can get for any power, but in deference to the age of con-rods and cranks, advancing must be cautious. Pinking is not heard on MMM engines as readily as say T types. I had intended to say that I find a J2 is smoothest, especially on hills if the points with 15 thou. gap is just about to open at TDC. using Champion L 8 7Y in preference to J6 plugs.

A strobe light is used to check, they can be purchased for as little as £3 and are valuable in enabling the auto advance mechanism to be checked too. Road testing is obviously the best way to feel for the final adjustment which will not be more than a fraction advanced from TDC.