

JOBS YOU SHOULD LOOK AFTER YOURSELF

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the movable contact arm. About every 2000 miles the rotor should be removed and three drops of machine oil should be dropped on to the screw beneath the rotor and the lubricant will eventually find its way on to the automatic advance. Check over the gap between the contact points of the make and break, making sure that the cam is causing the points to be open to their maximum. Correct clearance is between 16 and 20/1000ths of an inch.

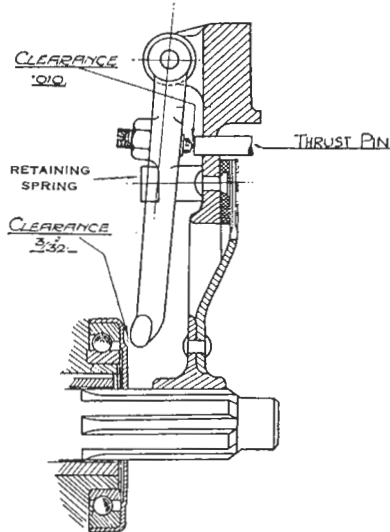
Engine Suction Filter: It is advisable to remove this when changing the oil in the sump, and after it has been washed out in petrol it should be carefully replaced, making sure that the joint is a good one, free from dirt, and the unions on the pipe properly tightened. After this has been done, the oil gauge should be carefully watched to see that there is no drop in oil pressure; the maximum should not exceed 80 lb. and the minimum 40 lb. at 40 miles per hour with the engine hot. Should there be a loss of oil pressure and its cause not traceable, the car should be taken to a repair depot at once. It is safe to say that the usual cause is an air leak, which may come from a cracked pipe or union, and may in a short time cause engine bearing trouble, if run with low oil pressure.

It is inadvisable to overfill the sump; it is much better to maintain the sump three-quarters full, because by overfilling the sump there is not sufficient room for "breathing" in the crankcase, and oil may be forced out of the breather. Always remember, when warming up an engine before starting to drive, that it is the oil that has to get warm rather than the water.

It should also be borne in mind that it is just as important to change the oil in the gearbox and rear axle as in the engine. In all circumstances this should be done after the car has been run for some distance, so that the oil has become fluid, and it is an extremely wise plan to flush the gearbox and back axle, as well as the engine, with thin engine oil

periodically. There is no necessity to fill the component up to the maximum level, but half the normal quantity is sufficient for flushing, and it should be allowed to drain for some time before being replenished with the proper grade of lubricant. Never allow the rear wheels of the car to rotate while the rear axle is being refilled, because if this is done, lubricant will be picked up on to the teeth of the gears and the axle may be over-filled.

General—Chassis Lubrication: There are one or two points on a car that are often neglected—or to put it in another way, that should receive special attention; for example the road wheels should be cleaned from time to time and the taper of the hub



Sectioned drawing of clutch adjustment, as provided on the J.2 Midget.

should be cleaned and lubricated with a little graphite grease, while the interior hub of the wheels should be cleaned before being replaced. The greasing nipples on the side dashboard convey lubricant to the brake cables and the spring anchorages. When the points marked A, B, D and E on the dashboard are being lubricated, the hand brake should be applied, in order to hold the cables up against the stops, and it is advisable from time to time to fill the gun with ordinary engine oil, so as to be sure that the lubricant travels the full length of the cable.

The small lubricators on the brake camshafts should only

receive one turn per week. There are lubricators on the back brake camshaft as well as at the front. If these are screwed down, too much grease will find its way on to the brake-shoes. While talking of brake-shoes, it will have been noticed that the brakes are not effective immediately after the car has been washed, particularly when high-pressure washing is employed. It is a good plan to apply the hand brake when the car is being washed, to prevent water getting between the drum and the linings; some people go so far as to even cover the brake-drums with a sack to prevent the water getting in.

Another point that needs periodical attention is the felt bush between the steering column and the outer casing; this is situated just below the steering wheel, and should receive a few drops of light oil every 2000 miles.

The rear hubs are lubricated through a nipple inside the hub shell. When these are lubricated, be careful not to overdo it, otherwise the lubricant will find its way on to the brakes.

The rear spring trunnion bush may become dry owing to insufficient lubrication, and it has been found in practice that the small needle valve can be removed, which is effected by removing the plug on the pipe end and with a small screwdriver remove the needle valve, which consists of a small brass taper end plug.

Steering: There are several points connected with the steering that should be attended to from time to time, viz. the adjustment of the ball socket joints and the part known as the bottom plate. Dealing with the ball socket joints first: these should be dismantled one at a time and thoroughly cleaned, making sure that all the springs are intact. Note which way the spring is fitted. After cleaning and packing with grease, tighten the joint up fully and then slacken off one to one and a half turns on the end plug and insert new slip pins. This method will ensure correct assembly and allow the springs behind the cups to do their work. These parts cannot be over-lubricated. The lubricant will prevent

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