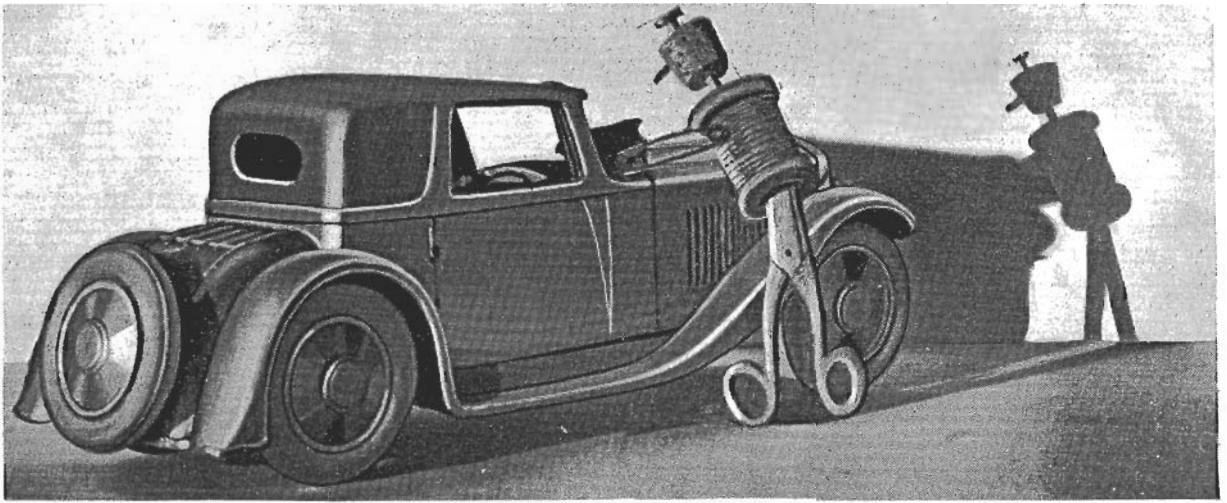


JOBS YOU SHOULD LOOK AFTER YOURSELF



ON YOUR CAR

How to keep your J.2 Midget in trim.—Part II.

—continued from the last issue.

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AT the conclusion of the last month's article Sparking Plugs were discussed. The K.L.G. L.K.S.5 14 mm. plug is admirably suited to the J.2 model. In the case of competition and racing, K.L.G.s also make the 718.C and 690 models, the latter being capable of sustaining more heat, while the former is a suitable plug for fast road work.

Clutch: It is essential that there be a clearance when the clutch is disengaged between the withdrawal levers and the withdrawal race, as well as between the adjusting screw and the thrust pin. These clearances are clearly set out in the illustration on page 537.

Having obtained the correct clearances, it stands to reason that the car should not be driven with the foot resting on the clutch withdrawal pedal. The clutch withdrawal race requires lubrication every 500 miles, and five drops of engine oil are sufficient. When the floorboards are next lifted, examine the housing in which the ends of the clutch withdrawal shaft are supported. There are two small holes in the housing that are very often forgotten: these only need lubrication at comparatively infrequent intervals.

The clutch cover should always be replaced the correct way. It will be noticed when it is removed that there is a breather slot on one side, and this should always

be fitted to the off-side of the car.

Carburation: A certain amount of patience is required to set the two carburetters so as to get the best results. The owner is cautioned to study pages 66 to 69 of the *Instruction Book*, which contain, among other things, a sectional view of the carburetter and the jet. It must be borne in mind that there is a jet control which operates the jets of both carburetters simultaneously, consequently, if one or other carburetter is altered, the jet control should be disconnected and adjusted to any alteration of jet position. In the earlier model J2 the needle number was M6, in which the piston was of a slightly heavier type than the later models. In later models the needle is M5. The needle is held in the piston by means of a set screw, and the shoulder of the needle should not protrude through the base of the piston. It is essential that the throttle of each carburetter should open simultaneously. This can be checked by slackening off the hand control as well as the slow running set screws, and then slackening the bolt of the coupling rod between the butterfly spindles. Make sure both

throttles are closed before tightening up the bolt. The slow running position is then obtained by gradually tightening the small spring loaded set screws which abut on the throttle lever. One of the best methods of setting the carburetter is to listen to each carburetter separately, when the hissing sound of the suction can be noticed, which is best effected by making a cup of the hand around the ear, so as to eliminate the noise from one carburetter being noticed while the other is being tested.

The necessity of removing the pistons from the carburetters from time to time has often been stressed in these notes, and it is essential that these should be dry and clean in order to get an equal rise of the pistons in the carburetters on acceleration and under load. The upper extension of the piston and suction disc consists of a hardened and ground piston rod and is a close fit in its bearing. The piston rod requires a little lubrication from time to time, but under no circumstances should engine oil be used; use only light machine oil.

Distributor: This should be cleaned occasionally by moistening a small piece of non-fluffy rag with a little petrol and working it in between the parts, afterwards smearing a small quantity of vaseline on the fibre heel of

(Continued on page 537)