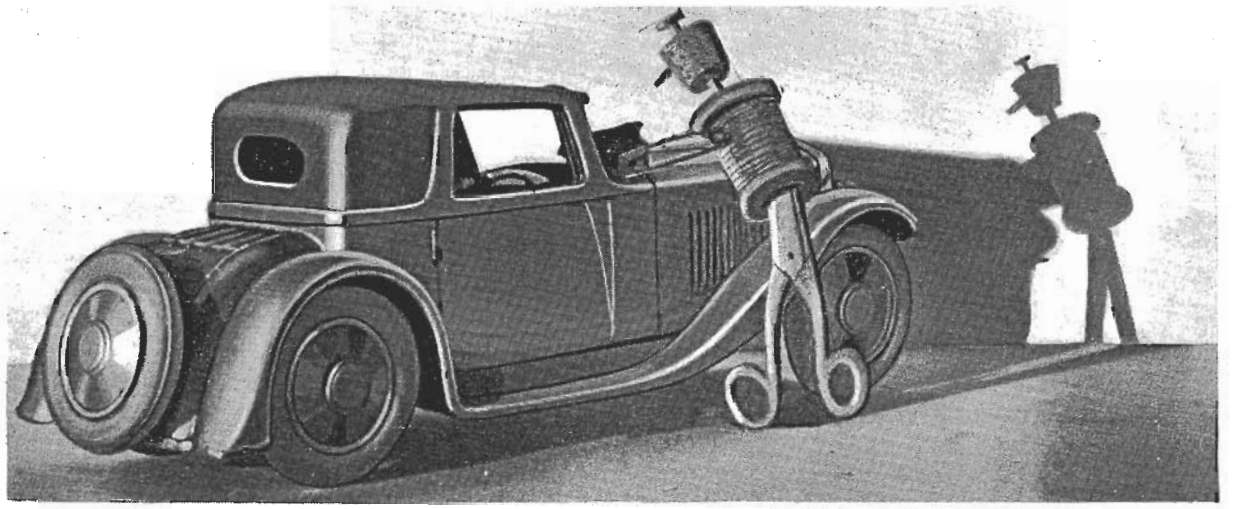
JOBS YOU SHOULD LOOK AFTER YOURSELF



ON YOUR CAR

How to keep the "M" type Midget in trim.—Part II.

—continued from the last issue.

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Engine Lubrication Details

There are a few points concerning the engine lubrication which may be overlooked; one is the suction feed pipe, another is the oil filter, and yet another is the restrictor pin.

First of all, the position of the oil pump should be noted and the lubrication system cursorily examined. Oil is sucked from the base chamber by the pump through an oil filter. It follows, therefore, that the suction pipe inside the engine should be removed from time to time and cleaned out, and the oil filter should be removed every 500 miles and washed in paraffin.

It is absolutely essential that there should be a good joint at every point on the suction line, otherwise an air leak will be caused, which will entail partial failure in the oiling circulation system.

Suction Filter

One point in particular to note is the cap on the top of the oil filter. This may need a new washer from time to time. Whenever this oil filter is washed out, it should be filled with clean oil before inserting the gauze, and screw up the filter cover.

Restrictor Pin

There is an oil restrictor pin situated at the junction oil delivery pipe to the cylinder head, regulating the quantity of oil which is delivered to the overhead valve gear. This pin should be removed at least every 1000 miles in order to clean the pin and its housing. The pin can be removed by passing a piece of wire with a hook at the end through the hole at the end of the pin.

S.U. Carburetter

While on the subject of cleaning, the carburetter should receive a little attention. Removal of the petrol pipe from the carburetter will disclose the fact that there is a small thimble gauze filter, which traps all impurities and prevents them entering the float-chamber. If this has not been removed for some time, the owner will be surprised at the amount of dirt that it contains, even sufficient to restrict the flow of petrol at high speeds.

The action of the carburetter is dependent upon a pre-determined rise and fall of the suction disc, which can easily be upset through over- or under-lubrication, and also through the presence of foreign matter.

Remove the two small screws on either side of the suction chamber, carefully marking the same, so as to replace it the same way upon reassembly. Unscrew the oil cap nut and make sure that the passage through the suction chamber is perfectly clear. It is as well to wash it out with petrol and clean if off with a dry clean rag. Now lift the piston and suction discs together with the jet needle, wash this carefully, and wipe it dry, cleaning out the small grooves in the suction disc. Under no circumstances should this suction disc be lubricated.

The only point to lubricate is the small rod on the top of the suction disc which slides up and down in the suction cover, and this should only be lubricated with a very little thin machine oil.

After reinstating the parts, put the finger through the air intake and see that the piston rises and falls easily.

Ignition Setting

This should be set on top dead centre; when the lever is placed in the retard position, it will be noticed that the flywheel is marked with a line and two numerals, 1 and 4. The flywheel may have been removed at some time and wrongly replaced. When No. 1 is on top dead centre, the two cams operating No. 1 cylinder valves should be looking upwards.