

J2 TECHNICAL ARTICLE

Number 8

March 5, 1980

Revised July 3, 1981

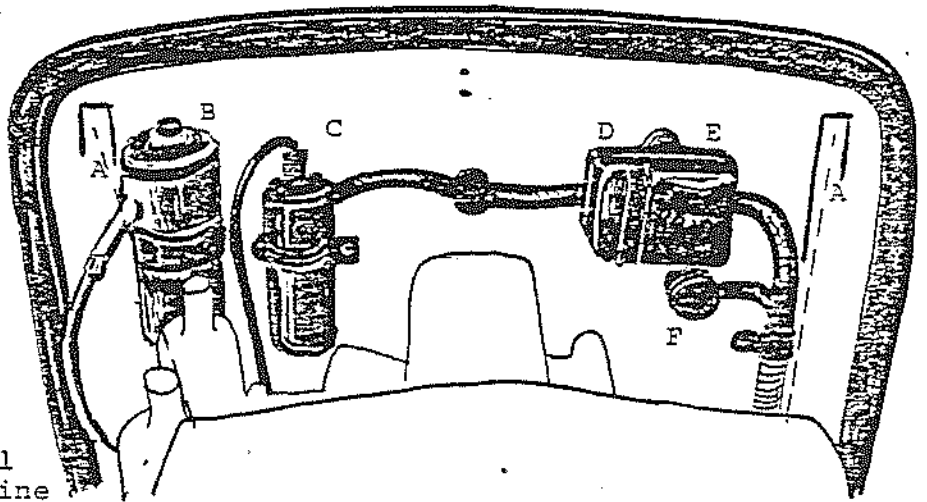
From Octagon Heaven

Assistance from Colin Tieche

THE FIRE WALL AND EQUIPMENT MOUNTED THERE, - THE BULKHEAD (PART I)

The Bulkhead is made of 3/8" plywood, covered on both sides with galvanized sheet metal. A rubber "fume seal" around the edge not only covers the raw edges of the wood and sheet metal, but seals off the engine compartment from the passenger compartment when the bonnet is closed.

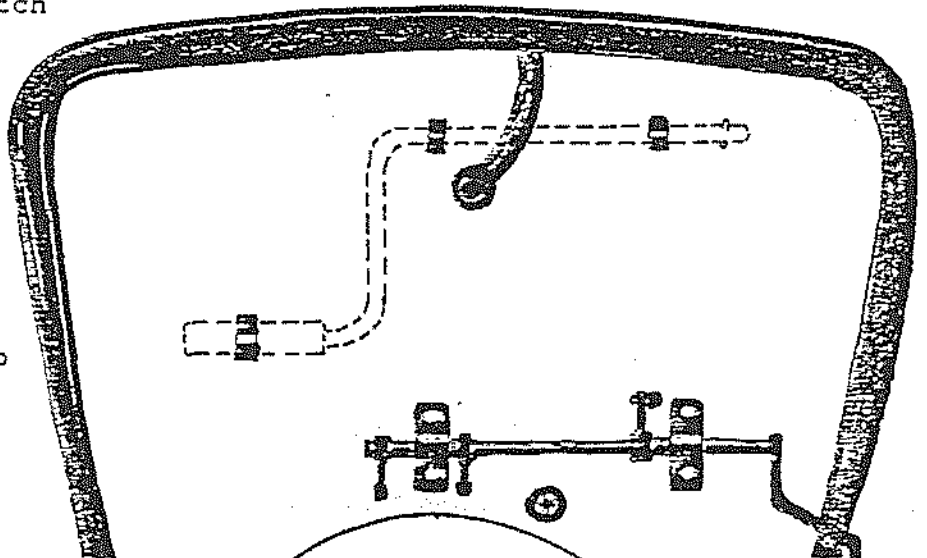
The bulkhead is held in position by two vertical steel braces on the engine side of the bulkhead. (marked 'A' above)



Mounted on the engine side of the bulkhead are: (B) S.U. Petrol Lift, (C) coil, (D & E) cut-out and fuse box, and (F) junction box. Note the electrical harness is sheilded with cable armouring below the junction box on the left hand side of the car.

On the passenger side of the bulkhead is mounted the hand crank by use of three clips. Just above the bell housing of the clutch housing, is the peddle assembly for the foot and hand throttle plus the choke.

The foot-starter peddle is also found above the bell housing. The wire harness coming through the rubber gromlet in upper center, is then routed upwards to get to the facia panel.



(over)

The wire harness on the passenger side after coming through the rubber grommet is then routed upward through a captive channel fitting to the underside of the V-shaped rain channel, which is fixed between the fire wall (attached with small right angle brackets) and the body scuttle (attached with two round headed wood screws).