

J2 TECHNICAL ARTICLE

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From Octagon Heaven

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Resource: M.G. Car Company Ltd.
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SERVICE INFORMATION SHEET NO 13 - SUBJECT VALVE TIMING (covers following models: J, K, L, P, N, KN, & PB)

When it is required specially to tune an engine the following remarks in respect of valve timing will be of assistance and are in addition to the instructions laid down in the manuals.

It is possible for a person not acquainted with the engine to set the rockers in various wrong positions which will cause considerable variation of timing on the corresponding valve.

The correct procedure is as follows:---

1. Set the rocker eccentric bush in the position shown in Fig. 1 for the J type and that as shown in Fig. 2 for all other models.
2. Insert the correct feeler gauge between the valve rocker and the cam.
3. Shorten or lengthen the valve stem until it just reaches the rocker. It is not possible, owing to the probability of wear of the rocker face, cam face or valve, to give a definite length of the valve stem.

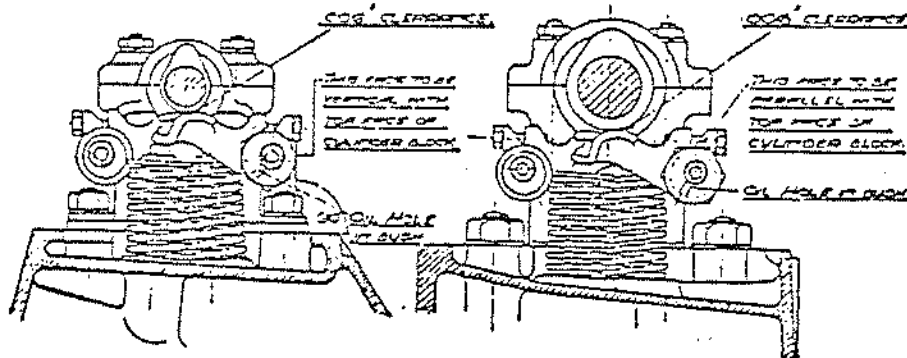


FIG. 1
SHOWING POSITION OF
ECCENTRIC BUSHES FOR
J MODELS

FIG. 2
SHOWING POSITION OF ECCENTRIC
BUSHES FOR K, L, PA, N, KN,
AND PB MODELS

Note: - To shorten the valve stem, grind the end carefully on a fine emery wheel, using a 'V' block to steady the valve. The end of the stem must be square or very slightly raised in the centre.

To lengthen the valve stem, regrind the valve with its seat, providing the amount is not more than .001 to .002 inch. If in excess of this measurement it is advisable to re-cut the valve seat with a suitable seating cutter.

It should be noted that the tappet clearances given above are for checking purposes only in the case of K, L, PA, N, KN, & PB models. The final clearances are .006 inch Inlet, .008 inch exhaust. (Reference Service Information Sheet No. 13).