



## J2 TECHNICAL ARTICLE

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Thanks Eric Davidson for the  
article -----

by  
Cecil Kimbler on-----

### TUNING THE M.G. MIDGET

(a summary of magazine article - from where I don't know)

Tuning the car falls into two areas:

- a. adjustments to keep the car in good condition
- b. modification of existing design for extra horsepower

"Since the M.G. Midget based on its racing experience, is already sufficient (per Mr. Kimbler) this article is aimed at adjustments and not modification."

The engine is a high revolving type and thus cleanliness, both internal and external is of vital importance. In this respect, lubrication and decarbonisation are the most important points.

Lubrication - Never use anything except recommended oil

- use plenty of it
- use proper frequency of lubrication
- before changing oil, run the car to get oil warm

Decarbonising- every 5,000 miles

1. use metal polish to clean the top of the pistons and head.
2. Good Valve grinding
3. Polish combustion chambers and ports
4. Checking balance of each combustion chamber (equal cc)
5. Alignment of port apertures in manifold gasket and head.  
(intake and exhaust both)
6. Plug gap
7. Valve and Ignition timing
8. Proper installation of the cylinder head
9. Distributor gap
10. Reset ignition timing
11. Carburettor tuning
12. Adjusting throttle openings

Note by this editor : Some of the above subjects covered in Mr. Kimbler's article will be covered in more detail in later technical articles. We could not condense the 9 pages into one or two here.