

J2 TECHNICAL ARTICLE

Number 48

From Octagon Heaven

October 27, 1981

Revised Sept. 15, 1983

THE BATTERY

The original battery specifications were:

12 volt Lucas, 50 Amp with 10 hour rating

The electrical system was a-negative grounded system

Replacement Batteries :

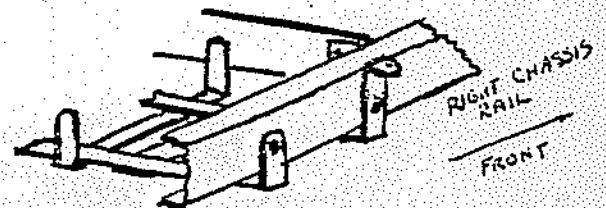
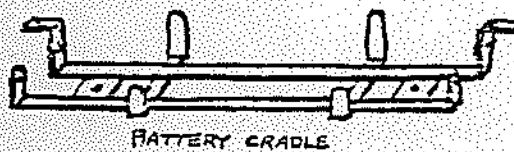
After considerable search I found a supplier in England that manufactures batteries for the Vintage M.G.'s. The supplier happens to be a very active member of the MMM Register in the M.G. Car Club Ltd. The supplier is MOTOR MASTER (see tech. artical #14) The specifications of the battery are:

12 volt Motor Master, 60 Amp, 19½" long x 5¼" wide x 7¼" high

Installation of the battery:

If you have not found your battery in your J2 it might not be surprising for it is well hidden behind the rear axle and in front of the petrol tank. You should find that the floor behind the seats is removable providing access to the battery for service. If you stand on your head or hang by your heels you can get down in the dark area to service the battery. I am told that the petrol tank must be removed to replace the battery.

The battery sets in a cradle and is held in position by two long bolts through the top of the battery itself and through plates at the ends of the cradle. The cradle is bolted to the outside of the chassis. For a better view see page seven of the J2 INSTRUCTIONAL MANUAL.



The positive lead (from the battery positive post) to the starter on the bulk head (fire wall) is routed along the Right side chassis rail. The negative (ground) cable is fastened to the chassis on the LEFT side, just ahead of the battery, on the top bolt holding a flat cross strap which is just behind the axle.