



J2 TECHNICAL ARTICLE

Number 136

December 2, 1982

From Octagon Heaven

THE OIL SUMP

The J2 sump is hung under the block by 12 bolts and two location pins. Unlike the sumps of the later T-Series, this sump can be dropped very easy. The parting line of the sump is below the center line of the crank shaft. The eight holes along the sides are "tubes" extending the heard of the bolts from under, with no leak problems. The sump is Alum. The capacity of the sump is 4 quarts even if the sump is twice as wide as the engine block. The important part of the sump is the fact that there is a "T" shaped cavity in the bottom.

Looking at the picture of the sump as shown in the "Operator's Manual", the area parallel to the crankshaft is the area where the filter is located. The cross cavity area goes to the right side of the sump where there is a plug that can be used to drain the sum.

The metal mesh filter is the only oil filter in the car. It is a non replaceable filter and should be removed and cleaned every time that the oil is changed.

Removing the filter and cleaning it does not stop the build up of crud in the bottom of the sump.

In my situation the last two owners (35 years) told me that every time they changed the oil that they removed the filter and cleaned it. When I changed my oil last year I discovered a large amount of sug' (mud) in the bottom. I stuck my finger inside the filter hole and was shocked. I dropped the sump and removed the junk which filled a quart container!

Just remember the life of your engine is dependent upon lubrication and the only way it gets it is from the sump through the filter.

THE ELEKTRON SUMP

