



J2 TECHNICAL ARTICLE

Number 233

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From Octagon Heaven:

SPEEDOMETER

Question: My Speedo reads 30 - 33% too fast. It is driven from the rear of the transmission and I am sure that the drive gear on the transmission is correct. Technical article #161 states that there was a reduction box on J2's after J3576. Where was the reduction box mounted?

The Speedo that I have is a Jaeger and not a S. Smith & Sons as so specified in Technical article Number 1 --- yet it looks like the pictures.

John Marks, Vintage Restorations thinks it is the correct instrument for the car.

Answer--- While the parts list that was produced by the M.G. Car company shows an engineering change of a different speedo and a added gear reduction box, no one has been able to shed any light on the subject!

One student of the J2 advised that there are different drive gears for the speedo drive and these will vary in accordance to the gear ratio of the differential. (see Technical article number 49)

Another made the following comments on fitting a tach/speedo to your J2:

Mike Dowley has a part no. 1493 which is a left-hand threaded adaptor to fit onto the rear end of the camshaft. You will have to replace the plug at the rear of the camshaft cover with a P/K/L/N type fitting and fit P-type rev-counter cable and rev-counter (speedo). ---or --- you can buy the large K3/J4 style rev-counter (part No. 1760 (Mike Dowley again). Get the cable last of all because there are three different types of fittings on the rev-counters which are all described as "pre-war Jaegers", "replacement Jaegers" and "modern Smiths".

Well maybe we have not solved the problem of the speedo reduction gear box, but we have shed some confusion factors that we must take into consideration as we try restore or maintain the cars!

For more information, I found an article in one of the recent MMM Register "INFO-LETTERS" which adds to the above ----

(Over)

Speedometer Drives.

After a lot of wrestling with trying to fit a speedometer drive pinion to my gearbox, Norman Wilkinson kindly enlightened me.... The IMM gearboxes are stamped with their appropriate ratio on the boss near to the cable entry point - for the NB this is 5/12, denoting '5' starts on the pinion mounted on the gearbox output shaft, and 12 teeth (or starts) on the smaller pinion driving the cable. Assuming that previous owners have not messed around with things, all should be well. However, beware, there are some 12 tooth pinnions around which are slightly fatter in girth. These will not fit, but are - frustratingly close. They are apparently from Wolseley Wolseley gearboxes rather than Wolseley M.G. ones! No doubt a complete pair of pinions from the Wolseley box would fit the M.G. Box, but you have been warned.
