TIMING CHART FOR
M.G. ENGINES

1931

MODEL	INLET		EXHAUST		IGNITION	TAPPET CLEARANCE	
	OPENS BEFORE T.D.C.	CLOSES AFTER B.D.C.	OPENS BEFORE B.D.C.	CLOSES AFTER T.D.C.	MAX. ADV. BEFORE T.D.C.	INLET	EXHAUST
	DEGREES	DEGREES	DEGREES	DEGREES	DEGREES		
MARK I.	7½°	50½°	41½°	16½°	FULLY RETARDED T.D.C.	·004″	·004″
MARK II.	7½°	50½°	41½°	16½°		·004″	·004″
M. MIDGET	T.D.C.	50°	43°	7°		·004″	·004″
C. MIDGET	15°	55°	50°	20°		·006″ UNSUP. / ·008″ SUPER.	·008″ UNSUP. / ·014″ SUPER.

1932

MARK II.	7½°	50½°	41½°	16½°	FULLY RETARDED T.D.C.	·004″	·004″
M. MIDGET	T.D.C.	50°	43°	7°		·004″	·004″
D. MIDGET	T.D.C.	50°	43°	7°		·004″	·004″
J1 & J2 MIDGET	15°	55°	50°	20°		·006″	·008″
F. MAGNA	9° AFTER T.D.C.	35°	43°	7°		·004″	·004″

1933

J1 & J2 MIDGET	15°	55°	50°	20°	AUTOMATIC ADVANCE	·006″	·008″
J3 MIDGET	15°	55°	50°	20°		·008″	·012″
K1 MAGNETTE (4 SEATER)	15°	55°	50°	20°		·006″	·008″
K1 MAGNETTE (SALOON)	T.D.C.	47°	40°	7°		·006″	·008″
K2 MAGNETTE (2 SEATER)	15°	55°	50°	20°		·006″	·008″
L1 & L2 MAGNA	15°	55°	50°	20°		·006″	·008″

1934

MODEL	INLET		EXHAUST		IGNITION	TAPPET CLEARANCE	
	OPENS BEFORE T.D.C.	CLOSES AFTER B.D.C.	OPENS BEFORE B.D.C.	CLOSES AFTER T.D.C.	MAX. ADV BEFORE T.D.C.	INLET	EXHAUST
	DEGREES	DEGREES	DEGREES	DEGREES	DEGREES		
J2 & P. MIDGET	15°	55°	50°	20°	AUTOMATIC ADVANCE	·006″	·008″
K1 MAGNETTE (SALOON & 4 STR.)	T.D.C.	47°	40°	7°		·006″	·008″
K2 MAGNETTE (2 STR.)	T.D.C.	47°	40°	7°		·006″	·008″
N. MAGNETTE	15°	55°	50°	20°		·006″	·008″
L1 & L2 MAGNA	15°	55°	50°	20°		·006″	·008″

1935

P. MIDGET	15°	55°	50°	20°	AUTOMATIC ADVANCE	·006″	·008″
N. MAGNETTE	15°	55°	50°	20°		·006″	·008″
K.N. MAGNETTE	15°	55°	50°	20°		·006″	·008″
L1 MAGNA	15°	55°	50°	20°		·006″	·008″

1936

P. MIDGET	15°	55°	50°	20°	AUTOMATIC ADVANCE	·006″	·008″
P.B. MIDGET	15°	55°	50°	20°		·006″	·008″
N. MAGNETTE	15°	55°	50°	20°		·006″	·008″
TWO-LITRE	11°	59°	56°	24°		·015″ HOT	·015″ HOT
T. MIDGET	11°	59°	56°	24°		·015″ HOT	·015″ HOT