

# TECHNICAL NOTES SERIES

JOWETT JAVELIN – PA, PB, PC, PD & PE  
JOWETT JUPITER – SA & SC



*E0:SA:42R – The start of it all!*

## PART I – TECHNICAL NOTES INDEX

*The Jowett Car Club of Australia Incorporated is not responsible for any inaccuracies or changes that may occur within this document. Every effort has been made to ensure accuracy. It is not a Jowett Car Club publication and, therefore, the Club has no control over its contents. These Technical Notes have been compiled by using the information that was available, which was deemed accurate at the time.*

*Revised by Mike Allfrey.  
March, 2024.*

## INTRODUCTORY COMMENT FOR TECHNICAL NOTES

These introductory notes should be read prior to reading Part I of the Technical Notes Series.

The Jowett Technical Notes Series have been an ongoing activity for several years. That means that some techniques and specifications may have been superseded in later notes on the same, or associated topics in the series. Also be aware that some topics and recommendations may be specific to certain Engine Serial Number ranges. It appears that, in Australia, the various State Main Agents did not carry out Service Bulletin information during Jowett active times. A set of known Service Bulletins is in Part III.

Some of the notes are restorations of what was written by members of the Jowett Car Club (UK), the Jowett Car Club (NZ) and by members of the JCCA.

Over the years of involvement with matters Jowett, and with the dawning of the personal computer age, a personal decision was made to help members of the Jowett Car Club of Australia Inc. with technical information. Included with the Technical Notes are 'restored' versions of the Javelin and Jupiter Maintenance Manuals and the associated Spare Parts Catalogues. Future generations will prefer to flick through images on their personal device screens, rather than leafing through pages in a tattered and oil stained book to access information.

The term 'restored' has been used because it soon became apparent that, as with our efforts in restoring Jowett vehicles, we desire excellent quality of workmanship in the reproduction of Jowett related documentation. Not for us the crude, and crooked, photocopies that have been issued over the years. These have been, even though accurate at their time, become out of date. Hence the decision to 'restore' the publications and documents that have come to hand.

It should be noted that the Javelin and Jupiter Spare Parts Catalogue is a combination of all the catalogues that were to hand (from 1948 to 1953).

The Maintenance Manuals were originally written on the assumption that they would be used by skilled motor mechanics who had attended service training courses conducted by Jowett Cars Limited and after works closure, were made available for owners who had reasonable mechanical knowledge of motor car maintenance and overhaul.

Included with the Technical Notes Series is a Lucas Overseas Correspondence Course, which can be of great assistance when trouble-shooting electrical problems related to your Jowett, or any other British vehicle of the same period.

Please be aware that this is an ongoing project . . . .

*Mike Allfrey. – January, 2024*

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## INTRODUCTION

The Jowett Javelin and Jupiter Technical Notes series of documents on this disc contain service information that applies to the Jowett Javelin – Models PA, PB, PC, PD and PE – and to the Jowett Jupiter – Models SA and SC – manufactured by Jowett Cars Limited, Idle, Bradford, Yorkshire, England.

These Technical Notes should be read in conjunction with publications produced by Jowett Cars Limited (JCL). These notes can not, in any way, be considered to be a comprehensive Service Manual. They have been built up, from sixty-seven years of experience, and by a number of club members who have the ability to successfully maintain their beloved Jowett motor cars. These club members are a truly international lot, and it is wonderful that this technical information is so freely shared. There are contributors from England, USA, Australia and New Zealand who have sorted out some concerns with respect to the subject motor cars' reliability. There is also information sourced via the club network that sources and adapts components from other, more populace motor cars, to keep Jowetts on the world's highways and byways.

Our thanks to all who have so generously contributed to these Technical Notes, which though they can be considered to be comprehensive, they are by no means finished.

Be sure to get involved with the various JCC Websites and do participate in:

<https://jowett.net/forum/index.php?sid=0db86598f47db52760b96d8f736c0284> it is there for you!

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## TECHNICAL NOTES SERIES INDEX

Listed here are the Technical Notes that are contained on this disc. The titles have been placed on this disc as one folder with each part being a separate PDF document. This should make copying and printing easier tasks. These notes are not necessarily superseded by later topics on same notes subjects of similar heading.

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## ACKNOWLEDGEMENTS

The contents of these *Technical Notes* would not have been possible without the valuable input of several Jowett Car Club members. Our heartfelt thanks go to Dr. Harry Brierley, Keith Clements, Jowett Car Club (UK), Neil Moore, Jowett Car Club of New Zealand, the late John Taylor, Bill Worley, the late Wal Munro, the late Bill Fock, Maurie Dodd, Brian Holmes, Eddy Wolf, the late Tony George, Richard Homersham, Tim Kelly the infinitely patient Philip Squire – all of the Jowett Car Club of Australia Inc. Just listing those names gives us about five-hundred years of Javelin and Jupiter experience. It also has to be appreciated that a fair proportion of this experience comes from a sound motor trade background.

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## TEXT INFORMATION

Where possible, these notes have been kept to a similar format. Most of these notes are in single-column format. This has been dictated by scanned diagrams and other illustrations making it impractical to use a two-column format. The documents are some in Microsoft Word from current Office 365 – along with numerous updates), simply because this is what the compiler is, currently, most familiar with. All *Technical Notes* have been converted to PDF for convenience.

In most cases, particularly with those notes written by others, there is up to date comment or addition in italics. Thus virtually anything that has been typed in italics are additions reflecting current practices, helping to preserve Jowett Javelin and Jupiter motor cars.

It will be seen from the titles that these notes refer to Jowett Javelin and Jowett Jupiter motor cars and, therefore, it is convenient to describe Javelin and Jupiter engines as, simply, ‘the Jowett engine’. This does not at all infer that this engine was the only engine that Jowett ever manufactured for their range of vehicles. The term ‘Jowett Cars Limited’ has been abbreviated to ‘JCL’.

This series of notes has been put together over a number of years and, probably, there is still more technical information to come. Let’s hope that it is properly written up and added to these notes.

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## REPRINTING THESE TECHNICAL NOTES

It is fully understood that these notes have been put together as a result of enthusiasm for the Jowett marque through contact with extremely knowledgeable Jowett Car Club members. It is perhaps, in some ways, fortunate that JCL ceased production when they did. This meant that, during the 1950s and 1960s owners had to be very resourceful to keep their Jowetts operating. It is also of great benefit to all of us that this knowledge is passed on to other enthusiasts. We are well blessed and should be deeply thankful for it.

For this reason, these Notes can be reproduced in club newsletters and such, without the requirement of obtaining specific permission. There is one proviso though – please acknowledge the author and source each time any part of these Technical Notes are reproduced.

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## CHARACTERISTICS OF THE TECHNICAL NOTES SERIES

At all times, where ‘right’ and ‘left’ are mentioned, they mean just that. These terms are used assuming that the point of reference is taken when sitting in the driver’s seat in the motor car and looking forward. The same applies to the terms ‘front’ and ‘rear’.

These Notes also assume that correct workshop procedures are carried out in a clean, well-lit, work area. They also assume that safe working practices are employed. In addition, it has been assumed that correct size spanners and socket type hand tools are used. BSF hardware is becoming increasingly difficult to obtain – and more expensive – all of that requires that care be taken to use the correct size Whitworth spanner for the setscrew, bolt and nut being tackled. The time when Jowett hardware could be freely abused is long past.

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**PLEASE MAKE GOOD USE OF THIS TECHNICAL NOTES SERIES – THANKYOU.**

*Mike Allfrey – Melbourne, Australia. March, 2024.*