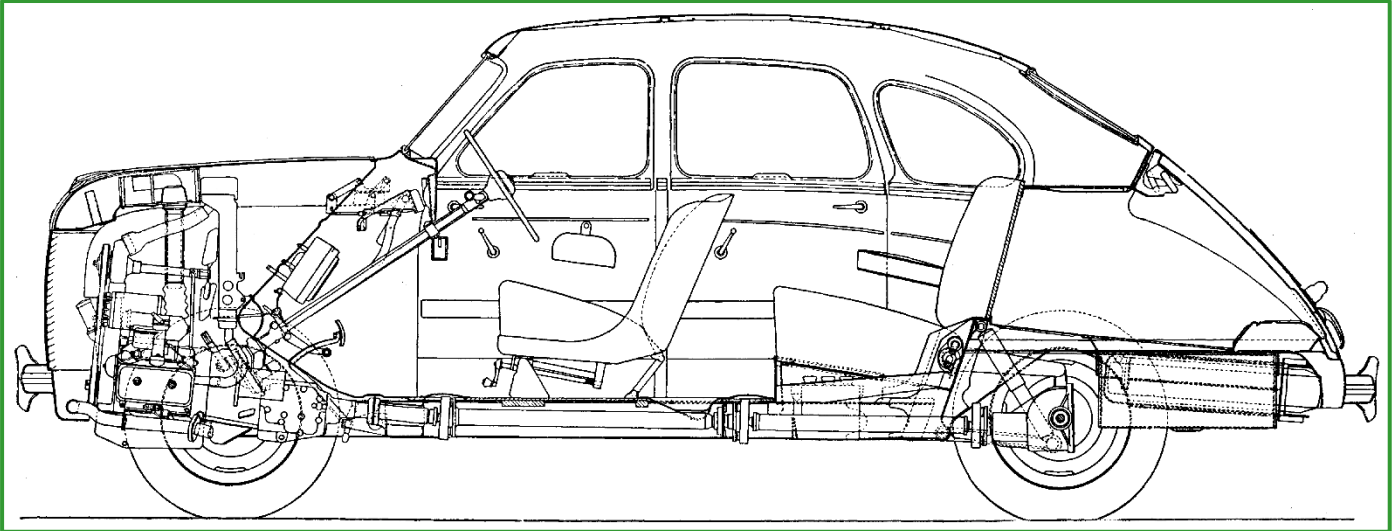


TECHNICAL NOTES SERIES

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



Jowett Cars Limited used a vast array of hardware to hold their cars together.

PART II – JOWETT CARS LIMITED – HARDWARE

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*Compiled – January, 2007.
Revised by Mike Allfrey – January, 2024*

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WARNING!
ASBESTOS COULD BE PRESENT IN
GASKETS AND FIBRE WASHERS



INTRODUCTORY COMMENT FOR TECHNICAL NOTES

These introductory notes should be read prior to reading Part XIII 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 That means that some techniques and specifications may have been superseded in later notes on the same, or associated topics in the series.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 These have, even though accurate at their time, become partly out of date.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 – February, 2024

Introduction To Jowett Cars Ltd. – Hardware System

A vehicle manufactured by Jowett Cars Limited (JCL) was assembled using hardware to hold components together. In modern times, the motor industry tends to use the term 'fasteners', which probably originated in the USA. The term 'hardware' refers to such items as bolts, setscrews, machine screws, grub screws, nuts of all types, plain washers, spring washers, internal teeth washers, drive keys, mills pins, cotter pins, split pins, dowels and circlips – to name just a few.

With respect to the post WW2 Jowetts, virtually all threads were of the British Standard Fine (BSF) type. The other thread adopted by Jowett Cars Limited was the British Association (BA) thread for hardware of a lesser thread diameter than ¼-in. The best known alternative threads were British Standard Whitworth (BSW), and the Unified National Fine (UNF) that had been adopted by the North American Society of Automotive Engineers (SAE). Hence the description of a piece of hardware being described as SAE-UNF. There is also a Unified National Coarse (UNC) thread that was adopted by the SAE.

Non-Standard Hardware

Jowett vehicles, in taking components from outside suppliers, did use some items of hardware of the SAE format. Because Britain had made the decision to adopt the SAE system for its motor industry, no doubt influenced by the local Ford and Vauxhall (GM) companies taking large numbers of components from the specialist industry. For a time, in the early 1950s, there was a fairly confusing

mixture of the two basic types of threaded hardware – today there is an even worse situation with respect to the SAE and metric systems, where confusion now reigns supreme!

We now have the situation where a UNF threaded setscrew or bolt, with metric across the flats head dimension, is supplied in sealed packaging along with a nut that conforms to the SAE across the flats dimension for the nut size. A poor mechanic, working on a SAE equipped vehicle, replacing bolts may need metric spanners as well.

Bring back Dr. Frederick Lanchester L.L.D., F.R.S. please!

JCL did use threaded hardware of the BSW format, as they did the SAE formats. Set out below is a list of known non-BSF threaded hardware:

British Standard Whitworth – exhaust flange joint, brass mudguard setscrews and nuts (Jupiter). Another use of the Whitworth thread form was in the Javelin/Jupiter flywheel. Two $\frac{3}{8}$ -in. BSW threads have been provided for push-off jacking setscrews for flywheel removal from the crankshaft. It is very likely that BSW was used here because, traditionally BSW setscrews were made from mild steel, and therefore would not have damaged the surface of the rear face of the crankshaft.

SAE Unified National Coarse – fan belt adjuster lug on dynamo, inside starter motor and dynamo (Lucas).

SAE Unified National Fine – Girling full hydraulic brake system wheel cylinders, rear axle components and dynamo pulley.

This use of non-standard hardware, was, while the vehicles were in their early operational life, easily handled by the average trained mechanic. It was when the vehicles came to be serviced and/or repaired by unknowing novices, that serious problems arose. A very good example was the forcing-on of a BSF nut onto a UNF thread on a wheel cylinder mounting stud. It could be fairly easily forced, and once in place in a dry condition, due to the forced conforming of the thread types, became very prone to severe rust corrosion. This condition would, in most instances, cause the stud to shear off flush with the wheel cylinder housing – rendering it useless and most probably, scrapped. Our loss!

The Jowett Hardware Part Numbering System

JCL introduced, with the release of the Jowett Javelin, a code system to identify hardware type by its given part number. There is a code system for all standard nuts, bolts, setscrews, machine screws and threaded studs. The system code can be quite easily opened up to inform of the component of hardware's specification. Part numbers allocated can be analysed as follows under separate headings.

Overall, the Jowett system is a very good system, once the system becomes clearer. It can never become totally clear because a number of anomalies crept in. For instance, special nuts, for example the $\frac{3}{8}$ -in. self locking Simmons nut at the water pump pulley – this item has been allocated a Jowett five digit part number commencing with '5'. This is very strange as it could have so easily been absorbed into the hardware part numbering system. Another anomaly is the absence of listed hardware items in the spare parts catalogues. There must have been a listing somewhere in the service system so that dealer parts departments could order standard items. Or did dealer workshops purchase hardware items locally?

Research into this article has revealed some miss-prints that have carried through all Javelin Spare Parts Catalogues. For example, the castellated (slotted) nut that secures the steering arms to the stub axles is in fact $\frac{5}{8}$ -in. BSF, not $\frac{1}{2}$ -in. BSF as shown.

In addition, some strange changes to the part numbering and identification system did occur. For example, one of the bolts securing the Javelin steering column to the steering box is listed as, Part Number FB604/10A, and identified as a setscrew. Its fellow bolts are shown as FB604/7A, and are listed as being setscrews as well. A steering column would have to be dismantled to attempt working the reasoning behind the bolt code and the 'A' suffixes.

With respect to threaded studs, some have three different part numbers for identical components, in the same applications over the manufacturing period.

Note: The suffix " indicates the term – inch, when used for dimensions.

Bolts

Jowett Part Number FB105/8

In this instance the part number may be broken-down:

F = British Standard Fine (BSF) Thread

B = Bolt, with Shank

1 = Hexagonal Head

05 = Bolt Diameter, $\frac{5}{16}$ -in. (Code is shank diameter in $\frac{1}{16}$ -in. increments)

/ = Intermission before Bolt Length

8 = Length of bolt from under head to end of thread (Multiples of $\frac{1}{8}$ -in.)

Thus Part Number FB105/8 identifies a $\frac{5}{16}$ x 1-in. BSF Bolt.

It should be noted that all Jowett installed BSF bolts and setscrews are of the high-tensile type. A bolt removed from a car that is of BSF thread and has raised-relief markings on its head, is a high-tensile bolt. Any bolt, with few exceptions, that has a plain unmarked head must be considered to be of mild steel or similar material. The exceptions are bolts such as flywheel retention bolts, big end cap bolts, front spring arm pin and front brake back plate bolts. These are bolts that were manufactured by Jowett, are high-tensile and have no (or minimal) head markings. These bolts can be identified by their five digit Jowett part numbers that commence with a five, or a 'J' (5 or J5).

Setscrews (Hexagonal Head)

Jowett Part Number FS105/8

In this instance the part number may be broken-down:

F = British Standard Fine (BSF) Thread

S = Setscrew, with Full Thread

1 = Hexagonal Head

05 = Bolt Diameter, $\frac{5}{16}$ -in. (Code is thread diameter in $\frac{1}{16}$ -in. increments)

/ = Intermission before Setscrew Length

8 = Length of setscrew from under head to end of thread (Multiples of $\frac{1}{8}$ -in. [0.125"])

Thus Part Number FS105/8 identifies a $\frac{5}{16}$ x 1-in. BSF Setscrew.

Machine Screws (Round Head – Screwdriver Slot)

Jowett Part Number FS504/4

In this instance the part number may be broken-down:

F = British Standard Fine (BSF) Thread

S = Setscrew, with Full Thread

5 = Round Head

04 = Screw Diameter, $\frac{1}{4}$ -in. (Code is thread diameter in $\frac{1}{16}$ -in. increments)

/ = Intermission before screw Length

4 = Length of screw from under head to end of thread (Multiples of $\frac{1}{8}$ -in. [0.125-in.])

Thus Part Number FS504/4 identifies a $\frac{1}{4}$ x $\frac{1}{2}$ -in. BSF Machine Screw.

Nuts

Jowett Part Number FN105/K

In this instance the part number may be broken-down:

F = British Standard Fine (BSF) Thread

N = Nut

1 = Standard Thickness Nut

05 = Nut Thread Diameter, $\frac{5}{16}$ -in. (Code is thread diameter in $\frac{1}{16}$ -in. increments)

/ = Intermission

K = Steel

Thus Part Number FN105/K identifies a $\frac{5}{16}$ -in. BSF Nut (Standard thickness).

Studs

Jowett Part Number FD105/8

In this instance the part number may be broken-down:

F = British Standard Fine (BSF) Thread

D = Stud

1 = Standard Thread Proportion

05 = Stud Thread Diameter, $\frac{5}{16}$ -in. (Code is shank diameter in $\frac{1}{16}$ -in. increments)

/ = Intermission

8 = Stud Length

HARDWARE CHART TABLES

$\frac{1}{4}$ -in. BSF BOLTS

Part Number	Description
FB104/4	Bolt, $\frac{1}{4}$ " x $\frac{1}{2}$ " BSF (High Tensile)
FB104/5	Bolt, $\frac{1}{4}$ " x $\frac{5}{8}$ " BSF (High Tensile) – Water Pump Front Cover
FB104/6	Bolt, $\frac{1}{4}$ " x $\frac{3}{4}$ " BSF (High Tensile) – Water Pump Front Cover
FB104/7	Bolt, $\frac{1}{4}$ " x $\frac{7}{8}$ " BSF (High Tensile)
FB104/8	Bolt, $\frac{1}{4}$ " x 1" BSF (High Tensile) – Engine Oil Pump Cover to Body, Park Brake
FB104/9	Bolt, $\frac{1}{4}$ " x $1\frac{1}{8}$ " BSF (High Tensile)
FB104/10	Bolt, $\frac{1}{4}$ " x $1\frac{1}{4}$ " BSF (High Tensile)
FB104/11	Bolt, $\frac{1}{4}$ " x $1\frac{3}{8}$ " BSF (High Tensile)
FB104/12	Bolt, $\frac{1}{4}$ " x $1\frac{1}{2}$ " BSF (High Tensile)
FB104/13	Bolt, $\frac{1}{4}$ " x $1\frac{5}{8}$ " BSF (High Tensile)
FB104/14	Bolt, $\frac{1}{4}$ " x $1\frac{3}{4}$ " BSF (High Tensile) – Crankcase Top Joint, Swivel Pin Yoke
FB104/18	Bolt, $\frac{1}{4}$ " x $2\frac{1}{4}$ " BSF (High Tensile) – Front Timing Cover to Crankcase
FB104/19	Bolt, $\frac{1}{4}$ " x $2\frac{3}{8}$ " BSF (High Tensile) – Front Timing Cover to Crankcase
FB604/7A	Bolt, $\frac{1}{4}$ " x $\frac{7}{8}$ " BSF (High Tensile) – Steering Column
FB604/10A	Bolt, $\frac{1}{4}$ " x $1\frac{1}{4}$ " BSF (High Tensile) – Steering Column

$\frac{1}{4}$ -in. BSF MACHINE SCREWS (COUNTERSUNK & ROUND HEAD)

Part Number	Description
FS304/6	Machine Screw, $\frac{1}{4}$ " x $\frac{3}{4}$ " BSF (High Tensile, Countersunk) – Floor Board
FS504/4	Machine Screw (RH), $\frac{1}{4}$ " x $\frac{1}{2}$ " BSF (High Tensile) – Tappet Chest to Crankcase
FS504/5	Machine Screw, $\frac{1}{4}$ " x $\frac{5}{8}$ " BSF (High Tensile)
FS504/6	Machine Screw, $\frac{1}{4}$ " x $\frac{3}{4}$ " BSF (High Tensile)
FS504/7	Machine Screw, $\frac{1}{4}$ " x $\frac{7}{8}$ " BSF (High Tensile)
FS504/8	Machine Screw, $\frac{1}{4}$ " x 1" BSF (High Tensile)
FS304/6	Machine Screw (CS), $\frac{1}{4}$ " x $1\frac{1}{4}$ " BSF (High Tensile) Jupiter Floor Board

¼-in. BSF SETSCREWS (HEXAGONAL HEAD)

Part Number	Description
FS104/4	Setscrew, ¼" x ½" BSF (High Tensile) – Gearbox Rear Mount Housing
FS104/5	Setscrew, ¼" x ⅝" BSF (High Tensile) – Oil Pump Cover to Body, Detent Housing.
FS104/6	Setscrew, ¼" x ¾" BSF (High Tensile) – Oil Baffle to Crankcase
FS104/7	Setscrew, ¼" x ⅞" BSF (High Tensile)
FS104/8	Setscrew, ¼" x 1" BSF (High Tensile)
FS104/9	Setscrew, ¼" x 1⅛" BSF (High Tensile)
FS104/10	Setscrew, ¼" x 1¼" BSF (High Tensile)
FS104/11	Setscrew, ¼" x 1⅜" BSF (High Tensile)

¼-in. WHITWORTH BOLTS

Part Number	Description
WB104/4B	Bolt, ¼" x ½" Whitworth (Brass) – Jupiter Bonnet & Mudguards
WB104/4A	Bolt, ¼" x ½" Whitworth (Mild Steel) – Jupiter Bonnet & Mudguards
WB104/5B	Bolt, ¼" x ⅝" Whitworth (Brass) – Jupiter Bonnet & Mudguards

⅝₁₆-in. BSF BOLTS

Part Number	Description
FB105/4	Bolt, ⅝ ₁₆ " x ½" BSF (High Tensile)
FB105/5	Bolt, ⅝ ₁₆ " x ⅝" BSF (High Tensile)
FB105/6	Bolt, ⅝ ₁₆ " x ¾" BSF (High Tensile) – Chainwheel to Camshaft, Rear Cover
FB105/7	Bolt, ⅝ ₁₆ " x ⅞" BSF (High Tensile) – Dynamo Mounting, Hardy Spicer Joint
FB105/8	Bolt, ⅝ ₁₆ " x 1" BSF (High Tensile) – Steering Arm Clamp, Park Brake
FB105/9	Bolt, ⅝ ₁₆ " x 1⅛" BSF (High Tensile) – Rear Timing Cover to Crankcase
FB105/10	Bolt, ⅝ ₁₆ " x 1¼" BSF (H.T.) – Upper Link Mounting, Trunnion Bracket
FB105/11	Bolt, ⅝ ₁₆ " x 1⅜" BSF (High Tensile)
FB105/12	Bolt, ⅝ ₁₆ " x 1½" BSF (H.T.) – Stay to Gear Change Column, Radiator
FB105/13	Bolt, ⅝ ₁₆ " x 1⅝" BSF (High Tensile) – Dynamo Mount
FB105/14	Bolt, ⅝ ₁₆ " x 1¾" BSF (High Tensile)
FB105/18	Bolt, ⅝ ₁₆ " x 2¼" BSF (High Tensile)
FB105/19	Bolt, ⅝ ₁₆ " x 2⅜" BSF (High Tensile)
FB105/23	Bolt, ⅝ ₁₆ " x 2⅞" BSF (High Tensile) – Front Spring Arm Trunnion Bracket
FB105/24	Bolt, ⅝ ₁₆ " x 3" BSF (High Tensile) – Exhaust Clamp

⅝₁₆-in. BSF SETSCREWS (HEXAGONAL HEAD)

Part Number	Description
FS105/4	Setscrew, ⅝ ₁₆ " x ½" BSF (High Tensile) – Torsion Rod Locating Plate
FS105/5	Setscrew, ⅝ ₁₆ " x ⅝" BSF (H.T.) – Clutch Cover to Flywheel, Dynamo
FS105/6	Setscrew, ⅝ ₁₆ " x ¾" BSF (High Tensile)
FS105/7	Setscrew, ⅝ ₁₆ " x ⅞" BSF (High Tensile)
FS105/8	Setscrew, ⅝ ₁₆ " x 1" BSF (High Tensile) – Filter Drain, Trunnion Bracket
FS105/9	Setscrew, ⅝ ₁₆ " x 1⅛" BSF (High Tensile) – Oil Filler Tube to Timing Cover

Continued

FS105/10	Setscrew, $\frac{5}{16}$ " x $1\frac{1}{4}$ " BSF (High Tensile)
FS105/11	Setscrew, $\frac{5}{16}$ " x $1\frac{3}{8}$ " BSF (High Tensile)
FS105/12	Setscrew, $\frac{5}{16}$ " x $1\frac{1}{2}$ " BSF (High Tensile)
FS105/13	Setscrew, $\frac{5}{16}$ " x $1\frac{5}{8}$ " BSF (High Tensile)
FS105/14	Setscrew, $\frac{5}{16}$ " x $1\frac{3}{4}$ " BSF (High Tensile)
FS105/18	Setscrew, $\frac{5}{16}$ " x $2\frac{1}{4}$ " BSF (High Tensile)
FS105/19	Setscrew, $\frac{5}{16}$ " x $2\frac{3}{8}$ " BSF (High Tensile)
FS105/24	Setscrew, $\frac{5}{16}$ " x 3" BSF (High Tensile)

$\frac{5}{16}$ -in. WHITWORTH BOLTS

Part Number	Description
WB105/8	Bolt, $\frac{5}{16}$ " x 1" Whitworth (Mild Steel) – Exhaust Flange

$\frac{3}{8}$ -in. BSF BOLTS

Part Number	Description
FB106/4	Bolt, $\frac{3}{8}$ " x $\frac{1}{2}$ " BSF (High Tensile)
FB106/5	Bolt, $\frac{3}{8}$ " x $\frac{5}{8}$ " BSF (High Tensile)
FB106/6	Bolt, $\frac{3}{8}$ " x $\frac{3}{4}$ " BSF (High Tensile)
FB106/7	Bolt, $\frac{3}{8}$ " x $\frac{7}{8}$ " BSF (High Tensile)
FB106/8	Bolt, $\frac{3}{8}$ " x 1" BSF (High Tensile)
FB106/9	Bolt, $\frac{3}{8}$ " x $1\frac{1}{8}$ " BSF (High Tensile)
FB106/10	Bolt, $\frac{3}{8}$ " x $1\frac{1}{4}$ " BSF (High Tensile) – Starter Motor
FB106/11	Bolt, $\frac{3}{8}$ " x $1\frac{3}{8}$ " BSF (High Tensile) – Silentbloc Bush, Gear Change Column
FB106/12	Bolt, $\frac{3}{8}$ " x $1\frac{1}{2}$ " BSF (High Tensile)
FB106/13	Bolt, $\frac{3}{8}$ " x $1\frac{5}{8}$ " BSF (High Tensile)
FB106/14	Bolt, $\frac{3}{8}$ " x $1\frac{3}{4}$ " BSF (High Tensile)
FB106/18	Bolt, $\frac{3}{8}$ " x $2\frac{1}{4}$ " BSF (High Tensile)
FB106/19	Bolt, $\frac{3}{8}$ " x $2\frac{3}{8}$ " BSF (High Tensile)
FB106/38	Bolt, $\frac{3}{8}$ " x $4\frac{3}{4}$ " BSF (High Tensile) – Steering Idler Arm Shaft

$\frac{3}{8}$ -in. BSF SETSCREWS (HEXAGONAL HEAD)

Part Number	Description
FS106/4	Setscrew, $\frac{3}{8}$ " x $\frac{1}{2}$ " BSF (High Tensile)
FS106/5	Setscrew, $\frac{3}{8}$ " x $\frac{5}{8}$ " BSF (High Tensile)
FS106/6	Setscrew, $\frac{3}{8}$ " x $\frac{3}{4}$ " BSF (High Tensile)
FS106/7	Setscrew, $\frac{3}{8}$ " x $\frac{7}{8}$ " BSF (High Tensile) – Midship Bearing
FS106/8	Setscrew, $\frac{3}{8}$ " x 1" BSF (High Tensile)
FS106/9	Setscrew, $\frac{3}{8}$ " x $1\frac{1}{8}$ " BSF (High Tensile)
FS106/10	Setscrew, $\frac{3}{8}$ " x $1\frac{1}{4}$ " BSF (High Tensile)
FS106/11	Setscrew, $\frac{3}{8}$ " x $1\frac{3}{8}$ " BSF (High Tensile)

$\frac{7}{16}$ -in. BSF BOLTS

Part Number	Description
FB107/4	Bolt, $\frac{7}{16}$ " x $\frac{1}{2}$ " BSF (High Tensile)
FB107/5	Bolt, $\frac{7}{16}$ " x $\frac{5}{8}$ " BSF (High Tensile)
FB107/6	Bolt, $\frac{7}{16}$ " x $\frac{3}{4}$ " BSF (High Tensile)
FB107/7	Bolt, $\frac{7}{16}$ " x $\frac{7}{8}$ " BSF (High Tensile)
FB107/8	Bolt, $\frac{7}{16}$ " x 1" BSF (High Tensile) – Bumper Spring
FB107/9	Bolt, $\frac{7}{16}$ " x $1\frac{1}{8}$ " BSF (High Tensile)
FB107/10	Bolt, $\frac{7}{16}$ " x $1\frac{1}{4}$ " BSF (High Tensile)
FB107/11	Bolt, $\frac{7}{16}$ " x $1\frac{3}{8}$ " BSF (High Tensile)
FB107/12	Bolt, $\frac{7}{16}$ " x $1\frac{1}{2}$ " BSF (High Tensile)
FB107/13	Bolt, $\frac{7}{16}$ " x $1\frac{5}{8}$ " BSF (High Tensile)
FB107/14	Bolt, $\frac{7}{16}$ " x $1\frac{3}{4}$ " BSF (High Tensile)
FB107/17	Bolt, $\frac{7}{16}$ " x $2\frac{1}{8}$ " BSF (High Tensile) – Front Shock Absorber
FB107/18	Bolt, $\frac{7}{16}$ " x $2\frac{1}{4}$ " BSF (High Tensile)
FB107/19	Bolt, $\frac{7}{16}$ " x $2\frac{3}{8}$ " BSF (High Tensile)
FB107/21	Bolt, $\frac{7}{16}$ " x $2\frac{5}{8}$ " BSF (High Tensile) – Rear Shock Absorber
FB107/26	Bolt, $\frac{7}{16}$ " x $3\frac{1}{4}$ " BSF (High Tensile) – Front Shock Absorber
FB107/27	Bolt, $\frac{7}{16}$ " x $3\frac{3}{8}$ " BSF (High Tensile) – Upper Spring Arm (Series III)
FB107/28	Bolt, $\frac{7}{16}$ " x $3\frac{1}{2}$ " BSF (High Tensile) – Clutch & Brake Pedal Spacer Tube
FB107/38	Bolt, $\frac{7}{16}$ " x $4\frac{3}{4}$ " BSF (High Tensile)

$\frac{7}{16}$ -in. BSF SETSCREWS (HEXAGONAL HEAD)

Part Number	Description
FS107/4	Setscrew, $\frac{7}{16}$ " x $\frac{1}{2}$ " BSF (High Tensile)
FS107/5	Setscrew, $\frac{7}{16}$ " x $\frac{5}{8}$ " BSF (High Tensile)
FS107/6	Setscrew, $\frac{7}{16}$ " x $\frac{3}{4}$ " BSF (High Tensile) – Torsion Rod Locating Plate
FS107/7	Setscrew, $\frac{7}{16}$ " x $\frac{7}{8}$ " BSF (High Tensile)
FS107/8	Setscrew, $\frac{7}{16}$ " x 1" BSF (High Tensile)
FS107/9	Setscrew, $\frac{7}{16}$ " x $1\frac{1}{8}$ " BSF (High Tensile)
FS107/10	Setscrew, $\frac{7}{16}$ " x $1\frac{1}{4}$ " BSF (High Tensile)
FS107/11	Setscrew, $\frac{7}{16}$ " x $1\frac{3}{8}$ " BSF (High Tensile)

$\frac{1}{2}$ -in. BSF BOLTS

Part Number	Description
FB108/4	Bolt, $\frac{1}{2}$ " x $\frac{1}{2}$ " BSF (High Tensile)
FB108/5	Bolt, $\frac{1}{2}$ " x $\frac{5}{8}$ " BSF (High Tensile)
FB108/6	Bolt, $\frac{1}{2}$ " x $\frac{3}{4}$ " BSF (High Tensile)
FB108/7	Bolt, $\frac{1}{2}$ " x $\frac{7}{8}$ " BSF (High Tensile)
FB108/8	Bolt, $\frac{1}{2}$ " x 1" BSF (High Tensile)
FB108/9	Bolt, $\frac{1}{2}$ " x $1\frac{1}{8}$ " BSF (High Tensile)
FB108/10	Bolt, $\frac{1}{2}$ " x $1\frac{1}{4}$ " BSF (High Tensile)
FB108/11	Bolt, $\frac{1}{2}$ " x $1\frac{3}{8}$ " BSF (High Tensile)

Continued

FB108/12	Bolt, ½" x 1½" BSF (High Tensile)
FB108/13	Bolt, ½" x 1⅝" BSF (High Tensile)
FB108/14	Bolt, ½" x 1¾" BSF (High Tensile)
FB108/17	Bolt, ½" x 2⅛" BSF (High Tensile)
FB108/18	Bolt, ½" x 2¼" BSF (High Tensile)
FB108/19	Bolt, ½" x 2⅜" BSF (High Tensile)
FB108/22	Bolt, ½" x 2¾" BSF (High Tensile) – Rear Suspension Lower Link
FB108/26	Bolt, ½" x 3¼" BSF (High Tensile)
FB108/27	Bolt, ½" x 3⅜" BSF (High Tensile)
FB108/38	Bolt, ½" x 4¾" BSF (High Tensile)

THREADED STUDS

Note: A stud in this example is a length of high tensile rod that has been threaded, individually, from each end. A stud should not be confused with 'all-thread' rod. A stud should never bottom in its thread, it should be tightened against its shank.

Part Number	Description	Typical Usage
FD104/7	Stud, ¼" x ⅞" BSF	Engine Oil Pump Mount, Distributor
FD104/11	Stud, ¼" x 1⅜" BSF	Engine Oil Pump Mount
FD105/8	Stud, ⅝ ₁₆ " x 1" BSF	Exhaust Manifold to Cylinder Head
FD105/9	Stud, ⅝ ₁₆ " x 1⅛" BSF	Engine Coolant Inlet
FD106/19	Stud, ⅜" x 2⅜" BSF	Coolant Transfer Housing
* 8/6	Stud, ¼" x BSF & Whitworth	Selector Housing, Short
* 8/10	Stud, ¼" x BSF & Whitworth	Selector Housing, Long
* 8/8	Stud, ⅝ ₁₆ " x BSF	Speedo Housing, Short
* 8/12	Stud, ⅝ ₁₆ " x BSF	Speedo Housing, Middle Length
* 8/24	Stud, ⅝ ₁₆ " x BSF	Speedo Housing, Long
* 10/10	Stud, ⅞ ₁₆ " x BSF	Clutch Housing to Gearbox
BR140	Stud, ⅝ ₁₆ " x BSF	Engine Sump, Flywheel Cover

Note: * Indicates that part number could be Meadows allocated part number (from 1948 List of Spare Parts). Cylinder head studs and rocker cover studs carry individual 5-digit part numbers.

NUTS

¼-in. Nuts

Part Number	Description
FN104/K	Nut, ¼" BSF (Full Nut)
FNL104/K	Nut, ¼" BSF (Full Nut – LH Thread) – Gear Selector Change Link Rod
FN204/K	Nut, ¼" BSF (Jam Nut) – Push Rod, Gearbox Selector Detent, Brake Rods
FN404/K	Nut, ¼" BSF (Slotted Nut)
FN504/K	Nut, ¼" BSF (Simmons Nut)
FN104/B	Nut, ¼" BSF (Brass Nut)
WN104/K	Nut, ¼" Whitworth (Full Nut)
FN104AB	Nut, ¼" BSF (Brass Nut) – Javelin Battery Bolts
WN104/A	Nut, ¼" Whitworth (Brass Nut)

$\frac{5}{16}$ -in. Nuts

Part Number	Description
FN105/K	Nut, $\frac{5}{16}$ " BSF (Full Nut)
FN205/K	Nut, $\frac{5}{16}$ " BSF (Jam Nut) – Gear Change Link Rod
FNL205/K	Nut, $\frac{5}{16}$ " BSF (Jam Nut – LH Thread) – Gear Change Link Rod
FN405/K	Nut, $\frac{5}{16}$ " BSF (Slotted Nut) – Cooling Fan Stays
FN105/B	Nut, $\frac{5}{16}$ " BSF (Brass Nut) – Exhaust Manifold
FN505/K	Nut, $\frac{5}{16}$ " BSF (Simmons Nut)
WN105/K	Nut, $\frac{5}{16}$ " Whitworth (Full Nut) – Exhaust Flange (Stainless Steel or Brass)

$\frac{3}{8}$ -in. Nuts

Part Number	Description
FN106/K	Nut, $\frac{3}{8}$ " BSF (Full Nut)
FN206/K	Nut, $\frac{3}{8}$ " BSF (Jam Nut)
FN406/K	Nut, $\frac{3}{8}$ " BSF (Slotted Nut) – Cooling Fan (Taper), Brake Compensator
FN106/B	Nut, $\frac{3}{8}$ " BSF (Brass Nut)
FN606/K	Nut, $\frac{3}{8}$ " BSF (Thick) – Cylinder Head Studs
FN506/K	Nut, $\frac{3}{8}$ " BSF (Simmons Nut)
WN106/K	Nut, $\frac{3}{8}$ " Whitworth (Full Nut)

$\frac{7}{16}$ -in. Nuts

Part Number	Description
FN107/K	Nut, $\frac{7}{16}$ " BSF (Full Nut) – Front Shock Absorber
FN207/K	Nut, $\frac{7}{16}$ " BSF (Jam Nut)
FN407/K	Nut, $\frac{7}{16}$ " BSF (Slotted Nut)
FN107/B	Nut, $\frac{7}{16}$ " BSF (Brass Nut)
FN507/K	Nut, $\frac{7}{16}$ " BSF (Simmons Nut)
WN107/K	Nut, $\frac{7}{16}$ " Whitworth (Full Nut)

$\frac{1}{2}$ -in. Nuts

Part Number	Description
FN108/K	Nut, $\frac{1}{2}$ " BSF (Full Nut) – Rear Shock Absorber, Lower Link, Rear Spring Arm
FN208/K	Nut, $\frac{1}{2}$ " BSF (Jam Nut) – Cooling Fan (Threaded)
FN408/K	Nut, $\frac{1}{2}$ " BSF (Slotted Nut) – Layrub Coupling
FN508/K	Nut, $\frac{1}{2}$ " BSF (Simmons Nut)
WN108/K	Nut, $\frac{1}{2}$ " Whitworth (Full Nut)

$\frac{9}{16}$ -in. Nuts

Part Number	Description
FN109/K	Nut, $\frac{9}{16}$ " BSF (Full Nut) – Crankcase Tie Stud
FN209/K	Nut, $\frac{9}{16}$ " BSF (Jam Nut) – Relief Valve Adjuster, Steering Rod
FN409/K	Nut, $\frac{9}{16}$ " BSF (Slotted Nut)
FN509/K	Nut, $\frac{9}{16}$ " BSF (Simmons Nut)
WN109/K	Nut, $\frac{9}{16}$ " Whitworth (Full Nut)

$\frac{5}{8}$ -in. Nuts

Part Number	Description
FN110/K	Nut, $\frac{5}{8}$ " BSF (Full Nut) – Rear Torque Arm Pin
FN210/K	Nut, $\frac{5}{8}$ " BSF (Jam Nut)
FN410/K	Nut, $\frac{5}{8}$ " BSF (Slotted Nut) – Steering Arm to Stub Axle, Axle Shaft
FN510/K	Nut, $\frac{5}{8}$ " BSF (Simmons Nut)
WN110/K	Nut, $\frac{5}{8}$ " Whitworth (Full Nut)
