

Smiths Integrated Jackall System for the MG Y-Type.

My first real interest in the Jackall integrated jacking system, as fitted to all MG Y Types and most previous MG Saloons, was first aroused when I was contacted by Jeremy Prince a J2 owner. Back in 1993 Jeremy, an employee of the now no longer Smiths Industries Hydraulics Company of Witney had rescued a load of drawings that were destined for the skip, among them were the drawings for the Jackall system as fitted to the MG Y type. He had recently retired and whilst clearing his garage had found the Jackall drawings. He was offering them to the Y Register as he thought we would be interested in acquiring them. We certainly were and they are now on our website for all to see along with articles explaining how to restore the whole system.

It is only comparatively recently that Jackall spares have been available. The system is missing in many Ys now, as in the early years it was removed when seals failed and could not be replaced. SVW Spares lead the way in supplying spares but, when there was a change of ownership, the Jackall parts dried up for a while and it was then that the Y Register started to look for a new source of seals. The SVW ram seal was of a different design to the original and tended to leak after a short period of use. I managed to remove an original ram seal that was in good condition and took it to my local, very helpful, Hydraulic Supermarket. They identified the rubber type and hardness and sent my sample away to be copied on a high tech computerised machine. We had to order a batch of 100 to make it economical so it was with

some trepidation that I attempted to fit the first one to a ram. I had previously fitted SVW seals so knew the problems. Getting them in to the housing takes some doing but is possible with the rubber warmed up, making it more pliable. The seal gets tighter as the hydraulic pressure increases and, as there is maximum surface in contact with the ram, they are unlikely to leak even on worn rams. Old rams often become pitted near the bottom where moisture has crept in. This can cause fluid to seep out whilst they are at rest but we have found that adding a couple of thick O rings to the bottom of the ram means the ram seal is above the worst of any pitting. This allows you to use your old rams and save considerable cost in replacing them, but they are available from NTG and SVW Spares.



Inspired by the success of the ram seal I went through the same process with the pump shaft seal and we added them to our stock. Another part that was not readily available was the UNF 7/16th brass tube nut. All the copper tubes in the system are connected with brass compression fittings with olives, as in water plumbing systems.

The manual describes them as tube nuts so we continue to use that description. The threads on all the tube nuts are non-standard having 24 tpi, which made them difficult to locate. I managed to find a supplier for the 1/2 inch tube nuts that connect the 5/16th pipe, but we had to have a batch of 7/16th nuts for the 1/4 inch pipe manufactured as they were not available. We had for



some time supplied the three pump seals, flexible hose and reservoir transfers so we were then fully stocked with all that was needed to rebuild the

Y Type integrated Jackall system.

Now comes the reason behind my writing this article. The Y Register Shop had previously stopped selling brake-related parts as the MGCC did not have the required public liability insurance to cover any parts that had a safety issue. Then a few months ago they decided that the Jackall system also constituted a safety issue and we were told to stop selling them as well. I suppose one has to allow for the idiot who might crawl under a car only supported by jacks. A frustrating development, however, the good news is that The Octagon Spares shop has bought all our stock and now supplies all the parts at comparable prices.

Y owners can once again restore their systems for a reasonable price. And, of course, they will have the pleasure of joining this Club if they are not already a member.

Peter Vielvoye

