

The Classic Workshop

Crank Starting a Y-Type

One of the joys of Y-Type motoring is taking advantage of all the design features in the car like the sunroof, the opening windscreen, the trafficators and crank starting by hand.

If your car is properly setup and tuned, crank starting is so easy, and it will stun your fellow motorists, so here is what you need to do to make it happen.



If you look at this image of a crank handle you will notice the “dog pins” on the engine end are at 90 degrees to the handle – remember this.

On the front of the crankshaft is a “dog nut” that engages with these pins. On an XPAG engine it’s actually a dog bolt, but that’s not important to our setup.

Between the dog nut and the crank you will find a couple of brass shims. These are used to adjust the final position of the “ears” on the dog nut. At top dead centre on any cylinder you want the dog nut slots to be at 3 o’clock and 9 o’clock, so the crank handle is at 12 o’clock.

You might need no shims, one shim or two shims, but rarely would you need three.

Once you have tensioned the dog nut in the ideal position, you can now crank start your car.

1) Turn on the ignition, apply the choke

- 2) Ensure the handbrake is engaged and the car IS NOT IN GEAR.
- 3) Insert the crank handle and rotate it to engage the dog nut.
- 4) Rotate the crake handle to around 8 or 9 o'clock (you should start to feel some resistance.
- 5) Stand with your right hand fingers under the handle – do not put your thumb over the handle – you don't need it there.
- 6) Now pull the handle up quickly form 9 o'clock to 12 o'clock.
- 7) The engine should fire and run. When it does the crank handle will eject itself from the dog nut – you are completely safe from injury.
- 8) If it does not start on the first pull, try a 2nd time. If that does not work check you carburettor and ignition timing tune – something is not right.
- 9) Enjoy the applause from your friends.

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