

## Ford Distributor 1932-1941 6 volt positive ground points Instructions

*Your distributor has been completely rebuilt back to original specifications. This includes setting the timing on a specialized distributor timing machine. A few things to know about installing and setting up and operating your new distributor.*

*Read this next section fully before installing distributor.*

*Install using the supplied gasket making sure the distributor key fits into the cam shaft, apply a small amount of white grease on the keyway. The distributor keyway has a slight offset to properly fit into the cam slot, do not force the distributor on, apply a little pressure towards the engine and turn the rotor until the distributor slides all the way to the face of the timing cover (no gap)*

*DO NOT TRY TO PULL THE DISTRIBUTOR INTO PLACE WITH THE BOLTS , it will crack and damage the distributor housing. When properly clocked, it will slide right up to the timing cover, it will only go in one way!! Now install the bolts and tighten*

*Connecting the wires: The old coil has been removed and replaced with a coil adaptor, Only use minimum of ,6 ohm coils with this 6 volt points distributor without using any ballast resistor (located under the dash)*

*Positive ground cars, connect the wire from ignition switch again (without ballast resistor) to the Neg side of the coil, the positive side of coil is connected to the small terminal on the coil adapter. The high output of the coil is connected to the large connector on the coil adaptor.*

*You are set to run.*

# VINTAGE

== Auto Garage ==

There are two field adjustment on these distributors.

- 1) vacuum brake adjustment
- 2) timing advance and retard screw.

The vacuum brake has been preset during the test functions and may not need any attention. If upon a road test a ping is noticed, loosen the lock nut and turn the vacuum brake adjuster clockwise just enough until ping is no longer heard. Only turn this adjustment screw small amount at a time. Do not turn more than needed as this will retard the timing too much. Do not over tighten the screw or the breaker plate will strip and the timing cannot be held in place.

The timing has been pre-set during set up to the factory specs. If needed advance and You should not try adjusting timing without putting the distributor on a distributor timing machine.

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