

## Ford Distributor 1932-1941 12v Electronic 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 and tighten bolts if there is a gap. **Doing this can crack the distributor housing.***

*To assist we have enclosed two 5/16 X 5/8" long guide studs to help position the distributor easier. Install the studs a few threads into the 2 holes in the timing cover on the left side facing the engine. Use these studs to guide the distributor onto the timing cover, once in place close to the timing cover 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 damage the distributor. When properly clocked, it will slide right up to the cover, it will only go in one way. Once it is in place remove the studs one at a time, and install the original bolts (you might need to use an Allen wrench to remove the studs they have a provision for an Allen wrench).*

Install Low Frequency plug wires Only on distributors with electronic pick-ups. If running points type distributors solid core wires will work fine.

The old coil has been removed and replaced with a coil adaptor, you simply connect the high output coil wire from the remote coil to the adaptor. Only use 1.5 ohm coils with electronic distributor without using any ballast resistor (located under the dash) as these electronic pick-ups need full 12 volts.

Neg ground cars, connect the Red wire from the distributor to the + side of the coil and the Black wire to the negative side of coil. Use the supplied ring connectors and properly crimp for secure connections. These wires are connected directly to the electronic pick up inside the distributor making sure these 2 wires are secure outside the distributor leading to the coil.

**Caution never leave the ignition switch on when engine is not running. This may damage the electronic pick-up, which will require replacement and re-timed on a machine. Always use low RF plug wires as solid core plug wires will cause radio frequency interference with the pick up in the distributor.**

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# VINTAGE

== *Auto Garage* ==

There are two field adjustment on your new distributor. 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 on a timing machine to the factory settings. There is a timing adjustment on the distributor. This will advance and retard the timing by 4-6 degrees.

You should not try adjusting timing without putting the distributor on a distributor timing machine.

The vacuum break adjustment screw is found on the left image and the +/- 4-6 degree timing adjustment shown on the right image.

Install the 2 studs in timing cover to help hold and guide distributor in place this will help.

