

Ford Distributor 1942-1948 points 6 volts or 12 volts positive or negative ground systems install 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.

This distributor is built with new points and condenser installed and will work on any 6 or 12 volt, pos or neg ground system.

Note there are two different distributor configurations for the 1942-48 distributors. One is crab style and the other is a cap that requires a bale to hold the caps in place. The rotor for the crab cap and the old style bale type cap are different sizes and can't be interchanged.

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, this means the slot on the distributor and the cam slot are not aligned.

Installed the distributor wire to the coil - neg side in negative ground system and pos + In positive ground system. The other side of coil goes to the key switch.

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 points without putting the distributor on a distributor timing machine.

The vacuum break adjustment screw is found on the right image and the +/- 4-6 degree timing adjustment is located on the side with degree marks  
Revised 9-23

