

Part number FD4953-12E 12 volts electronic

1949-1953 Ford or Mercury 8BA V8 Replaces the old style Load-O-Matic Ford distributor instructions.

Use any carburetor or camshaft without any tuning problems. The original Load-o-matic distributors require the use of the original carburetor only to run properly and would not run properly if you have a performance camshaft or multiple carbs.

The original distributor did use vacuum only for advance and no mechanical advance.

This upgraded distributor utilize both mechanical and vacuum advance, and a much improved and modern setup. Vacuum advance works fine on stock engines, as it allows the engine to run efficiently at low load and cruise conditions which is recommended for street and stock engines, however the combination of vacuum and mechanical is the most desirable configuration.

This distributor utilizes a 1957-1974 V8 GM core distributor machined to fit the 49-53 Ford and Mercury engines. These are rebuilt with all new bushings, points, condenser, wire lead, rotor, cap, gear, and vacuum advance.

Cap and Rotor are available anywhere, as they are the same parts used in all GM V8s from 1957 to 1974,

Distributor (**with electronic module**) will work only on **12 volt negative ground system**. If using the original carburetor you will need to re plumb the vacuum source to manifold vacuum, **will not work properly with original vacuum source.**

Distributor is calibrated for stock mechanical timing specs and vacuum advance is limited to 5 degrees and comes complete ready to run.

Installation instructions please read completely before starting:

Before removing your old distributor turn engine over to align timing mark on the front pulley and pointer on timing cover to number 1 firing position. (rotor should be pointing approximately toward the right front tire) if not, turn the engine over one complete revolution to bring number 1 cylinder to

firing position. Note position of rotor. (Take a picture is a good idea).

Remove the old distributor leaving cap and wires in place on engine. Do not turn engine!

Install new distributor with vacuum unit in same approximate orientation as original distributor and rotor clocked to approximate number one firing position as noted. Loosely install hold down button head bolt as provided and used original hold down clamp. You will tighten this latter.

Now transfer wires to new distributor cap from old cap one by one in original sequence. **(Note Use only Low RF plug wires)** The old solid core spark plug wires may cause mis-fires.

If you are starting from scratch the cylinders are numbered front to rear passenger side 1 2 3 4 driver side 5 6 7 8 the distributor turns clockwise and the firing order is 1 5 4 8 6 3 7 2.

Connect the red wire to the + side of coil and black wire to the - sided of coil. Connect the ignition wire from the switch to + side of coil, remove any ballast resistor between the ignition switch and the coil. Only operate with 1.5 ohm coil (without ballast resistor). Operates on 12 volts negative ground only and do not leave ignition switch on without motor running, as this can damage the electronic module,

Before timing disconnect the vacuum advance and plug so there are no vacuum leaks.

Now set timing to specs with timing light and tighten distributor hold down.. (do not over tighten hold down it is only to keep distributor from moving). There is no strain on hold down. Reconnect the vacuum advance.

If adjustment is needed in the future the dwell is 30 degrees + or- 2 degrees.

The vacuum advance is VC24 with limit stop to hold vacuum advance to 5 degrees. Distributor advance is calibrated to stock 1949 to 1953 Ford-Mercury specs.

DO NOT CONNECT VACUUM TO CARBURETOR IF YOU ARE USING STOCK CARBURETOR, RATHER CONNECT VACUUM TO MANIFOLD VACUUM SOURCE. If you are using after market carburetor connect to venturi vacuum source, above throttle plates. Revised 6/25

