

Lincoln-Zephyr V12 Distributor Instructions 12 volt negative ground with electronic ignition modules.

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 electronic 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 between timing cover and distributor housing this means the slot on the distributor and the cam slot are not aligned.

If you sent your loom tubes for installation of new plug wires, the wires to connect the distributor and coils to the ignition switch will be installed in the left tube.

The black wire from the rear of the tube will connect to the center acorn nut on coil adapter, and the rear end will connect to the ignition switch 12Volt +. If there are ballast resistors need to remove. Distributor needs full 12 volts to operate.

The red wire coming out the rear of the tube will also connect to the ignition switch 12 volts + (No ballast resistor)

The black wire from the coil adapter right terminal will connect to the right coil negative terminal. The orange wire from the coil adapter will connect to the left coil negative terminal. The 2 red wires from the front of the tube will connect to the right and left coil + terminal. (wires can be shortened if needed for neatness if desired)

If you are using your original wiring and loom tubes connect as follows:
12 volts from ignition switch will connect to both coil+ terminals and a separate 12 volt wire from the ignition switch will connect to the center acorn nut on the coil adapter. The rest of the wiring of the coils is the same as above. right coil black wire to coil negative
orange wire left coil negative

Install Low Frequency plug wires Only on distributors with electronic pick-ups, solid core wires will cause interference and cross firing.

Only use 3 ohm coils with your 12 volt electronic distributor and without using any ballast resistors, these resistors are sometimes located under the dash.

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Connect plug wires as follows: Left side engine odd 1,3,5,7,9,11 Right side engine even 2,4,6,8,10,12. Looking from drive view.

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 interference with the pick up in the distributor.

If car has overdrive special instructions apply. You will need a 12 volt relay and wire to cut the power on the left coil when kicking down from overdrive. Do not ground the coil as originally designed, this will cause damage to the Pertronix ignition modules.



