

# VINTAGE

== *Auto Garage* ==

Lincoln-Zephyr V12 Distributor Instructions for 6v positive or 12v negative with points and coil adaptor.

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.

Install the distributor using the supplied gasket making sure the distributor key fits into the cam shaft. First apply a small amount of white grease on the distributor keyway, now look at the the distributor keyway, it has a slight offset to properly fit into the cam slot and will only go on one way.

Do not force the distributor on or try and tighten bolts if there is a gap, this means the slot on the distributor and the cam slot are not aligned and you can damage the distributor if you try and force fit.

You may need to remove the terminal plates off one side so you can see the rotor and turn the rotor by hand until the keyway aligns and distributor slips into place.

Note: If your distributor was build with the loom tubes as part of the build, the wires have been properly installed and tested. Just place the plug wires onto the spark plugs.

Plug wire as follows: Left side engine odd 1,3,5,7,9,11 Right side engine even 2,4,6,8,10,12. Looking from inside car drive view or back of the engine.

Some distributors have the original dual coil attached to the distributor, others are built with a coil adaptor that remotes 2 coils.

If you have the dual coil installed on the distributor and staying with the same voltage and polarity, example 6 volts positive ground then you would install and wire in same manner as it was removed.

If using external coils and coil adapter (see below) then the 2 coils are mounted to the cylinder heads with the supplied brackets and the coils are connected to the coil adapter left is back wire and the right is the red.

The two condensers mount to the left and right adaptor hold down screws and wired to the left and right acorn nuts where the coil wires attach.

The original wire from the key switch (without ballast resistor if using ballast coils) connects to the coil. If using 12 volt neg ground then wire connects to the pos side of both coils, and the neg side connects to the coil adaptor, right side red, left side black.

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If using 6 volt pos ground, wires from ignition switch connect to the neg side of coils and the plus side to coil adaptor.

This completes the installation, before starting the engine double check that all wires are correctly installed.

There is no timing needed as everything has been pre-setup before leaving our shop. Special note: If car has overdrive you will connect the OD wiring same as before grounding out the left coil only.

