

Ford Distributor 1942-1948 electronic 12 volts 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.

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 cap 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.

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

Only use 1.5 ohm coils with your electronic distributor and without using any ballast resistor sometimes (located under the dash) as these electronic pick-ups need full 12 volts.

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. Remember you will also need the wire without ballast resistor to the + side of 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.

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. Revised 9-23

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 modules 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.

Revised 9-23

