

VINTAGE

== Auto Garage ==

Ford Distributor 1932-1941 6 volt positive ground electronic 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.

Read this next section fully before installing 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, apply a little pressure towards the engine and turn the rotor until the distributor slides all the way to the face of the timing cover (no gap)

DO NOT TRY TO PULL THE DISTRIBUTOR INTO PLACE WITH THE BOLTS , it will crack and damage the distributor housing. When properly clocked, it will slide right up to the timing cover, it will only go in one way!! Now install the bolts and tighten

The old coil has been removed and replaced with a coil adaptor, you simply connect the high output coil wire from the remote coil to the adaptor. Only use minimum of ,6 ohm coils with this electronic distributor without using any ballast resistor (located under the dash Jumper wire included) as these electronic pick-ups need full 6 volts and the ballast resistor will cause low voltage and engine will not start.

Connecting the wires: Positive ground cars, connect the wire from ignition switch to the black wire going into the distributor as marked on the wire. The black and white wire from the distributor connects to the neg side of coil as marked on the wire. Connect the plus side of coil to engine ground using the supplied jumper wire. That is all the wiring that is needed for the distributor.

Install Low Frequency plug wires Only on distributors with electronic pick-ups. If running points type distributors solid core wires will work ok, but keep in mind if you have old wires with cracks in the insulation can cause ignition problems.

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.

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There are two field adjustment on these distributors.

- 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 during set up to the factory specs. If needed advance and You should not try adjusting timing without putting the distributor on a distributor timing machine.

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