



## Ford Distributor 1932-1941 12V 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 and tighten bolts if there is a gap. Doing this can crack the distributor housing.*

*When properly clocked, it will slide right up to the cover, it will only go in one way DO NOT FORCE!!*

*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 1.5 ohm coils with this electronic distributor and remove or bypass the ballast resistor (located under the dash, use supplied jumper wire as these electronic pick-ups need full 12 volts to trigger.*

*Neg ground cars, 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 make sure these 2 wires are secure outside the distributor leading to the coil so not to get caught or damaged. The wire going to the ignition switch connects 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 new pick up in the distributor.*

# VINTAGE

== Auto Garage ==

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.

The timing has been pre-set on a timing machine to the factory SPECS. There is a timing adjustment on the distributor and will advance and retard the timing by 4-6 degrees. You should not try adjusting timing without putting the distributor on a distributor timing machine.

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