

To Replace Distributor and Time Ignition

1. Turn the engine crankshaft until the timing mark on the crankshaft pulley is in its alignment on the front cover timing scale as No.1 piston comes up on the compression stroke (see 'Technical Data').
2. Fit the distributor with the low tension terminal adjacent to the cylinder block. Position the rotor, with the electrode towards the distributor cap rear clip, prior to inserting the distributor into the cylinder block. As the gears mesh, the rotor will rotate clockwise into alignment with No.1 H.T. electrode in the distributor cap.
3. Slacken the bolt and twist the clamp so that the hole is in line with the one in the cylinder block. Fit the retaining bolt and tighten.
4. Rotate the distributor body as necessary, until the contact breaker points are just opening when the rotor is adjacent to No.1 H.T. electrode in the distributor cap. Take up the backlash in the distributor drive while completing this operation by holding the rotor in a clockwise direction. Tighten the clamp sufficiently to hold the distributor in this position. **DO NOT OVER-TIGHTEN.**
5. Fit the distributor cap.
6. Connect the leads of the timing light, using the clips provided, in accordance with the manufacturer's instructions.
7. Check that the mark on the crankshaft pulley is visible and mark with chalk or paint if necessary.
8. Start the engine and point the timing light at the crankshaft pulley adjacent to the timing scale.
9. Progressively increase the engine speed to 2,500 rev./min. observing the timing mark, with the aid of the timing light, to check that the distributor advances the ignition timing.
10. At 2,500 rev./min. adjust the ignition timing to the figure given in 'Technical Data', if necessary, by slackening the distributor clamp and turning the distributor body as required.
11. After making an adjustment, tighten the clamp sufficiently to hold the distributor in position. **DO NOT OVER-TIGHTEN.**
12. Remove the timing light.