

## Preliminary checks and adjustments

- Check the travel of the spark advance relative to the opening in the side of the distributor body. Rotation of the breaker plate will be limited if the protruding lever does not have full travel. Linkage may have to be adjusted by bending the control rod or by loosening the steering column lower tube clamp and upper support clamp and twisting the column tube in the appropriate direction.
- Remove the distributor cap. Check the gap from rotor to distributor body contact points. Adjust to 0.025 to 0.030 inches.
- Remove the distributor body and rotor. Adjust point gap to 0.020 inches.

## Adjusting ignition timing

With ignition key off, transmission in neutral and steering wheel spark lever in the full up position (timing fully retarded):

1. Screw the timing pin out of the timing gear cover and insert opposite end into the timing pin hole.
2. Press in firmly on the timing pin while turning the engine over with the starting crank. The timing pin will drop into a recess in the timing gear when the #1 piston reaches top of its stroke (TDC). If the engine has been running, rotor position is an indicator of when TDC is being approached. Remove the starting crank.
3. Loosen the distributor cam locking screw until the cam can be turned.
4. Replace the distributor body and rotor and turn the rotor until it is opposite No. 1 contact point on the distributor body.
5. Remove the distributor body and rotor.
6. Connect one lead of a test light to the breaker point arm and the other lead to ground.
7. Turn the ignition key on.
8. Turn the distributor cam CCW until the points open; test lamp LIGHTS (breaker point arm rubbing block is sitting on the cam high lobe).
9. Slowly turn the distributor cam CW until the points just close; test lamp OFF.

10. Lock the cam screw down and turn the cam CCW just enough to remove all backlash.
11. Slowly pull the spark advance lever down and count the notches until the points open (test lamp LIGHTS). The test lamp should LIGHT at the 2<sup>nd</sup> or 3<sup>rd</sup> notch.
12. If required, repeat steps #8, 9, 10 & 11 for correct setting.
13. Turn the ignition key off and replace the distributor body, cap and rotor.
14. Remove the timing pin from the timing gear cover, turn it around and screw it back into the timing gear cover.

#### Notes

- Distributors should be lubricated whenever checking / adjusting breaker points or ignition timing.
- Leaving the ignition on with closed points could drain the battery or damage ignition points and coil.
- After the ignition timing is adjusted, reducing point gap (occurs as point arm rubbing block wears) retards timing. Enlarging point gap advances timing.