

Fig. 7  
Vacuum control

## (f) DISMANTLING

Before dismantling, carefully note the positions in which the various components are fitted, in order to ensure their correct replacement on subsequent reassembly. If the driving member is offset, or marked in some way for convenience in timing, note the relation between it and the rotor electrode, and maintain this relation in reassembling the distributor.

(i) Spring back the securing clips and remove the moulded cap. Lift the rotor arm off the top of the spindle. If tight, carefully lever off with a screwdriver. Remove the nut on the moulded terminal block and lift off the end of the contact breaker spring. The contact breaker lever can now be lifted from its pivot. Lift the insulating washer from the pivot. Remove the two screws, together with the spring and plain steel washers, securing the fixed contact plate, and remove the plate.

Unscrew the screw from the condenser band clip. Unscrew the terminal nut, lift off the spring washer and remove the condenser and connecting strip.

(ii) Undo the three screws fitted at the edge of the contact breaker base casting and lift them out. The screws are accessible through the apertures cut in the contact breaker plate. The contact breaker base can then be removed from the body of the distributor. Remove the jump ring from the underside of the contact breaker base, lift off the star-shaped spring and slide the contact breaker plate out of the base, first withdrawing the screw securing the earth connection to the base.

(iii) Undo the two nuts from the studs securing the vacuum unit to its bracket, pull the unit off its seating so that the studs are clear of the fixing bracket and rotate the vacuum unit to unscrew the connecting rod from the control barrel. Take care not to mislay the spring and serrated washer inside the barrel.

Unscrew the control barrel from its sleeve and remove it. The sleeve can now be slid out of its housing.

(iv) Remove the driving gear or dog from the shaft.  
(v) Take out the screw from inside the top of the cam spindle and lift off the cam and cam foot. The automatic timing control is then accessible. Before dismantling, carefully note the positions in which the various components are fitted in order that they may be replaced correctly. To remove the automatic timing control and shaft assembly from the distributor,

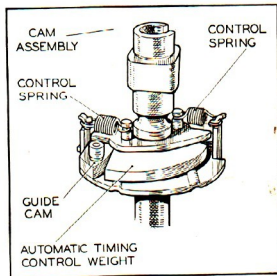


Fig. 8  
Automatic timing control as fitted to Distributor Model DVZ



it must be pressed out of its bearing. The bearings must not be disturbed unless they are worn and need replacing. The bearing bush fitted at the lower end of the shank can be removed by driving it out with a suitable punch; while the ball bearing at the top can be removed by means of a shouldered mandrel locating on the inner journal of the bearing.

**(g) REASSEMBLY**

If the bearings have been removed, the distributor should be assembled with new bearings fitted. Press the ball bearing into its housing at the top of the shank using a shouldered mandrel which locates on the inner and outer journals of the bearing. The bearing bush at the lower end of the shank must also be fitted using a shouldered mandrel.

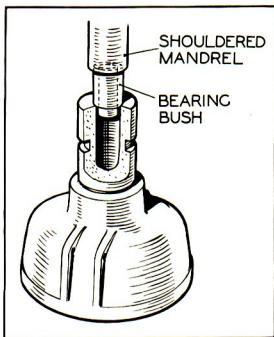


Fig. 9  
Replacement of bearing bush

Before fitting the bearing bush it should be allowed to stand completely immersed in thin oil for at least 24 hours.

Place the distance collar over the shaft, fit the shaft in its bearings and replace the driving member.

Assemble the automatic timing control, taking care that the parts are fitted in their original positions

and that the control springs are not stretched. Place the cam on its spindle and tighten the locking screw.

(i) Fit the sleeve of the micrometer adjustment into its housing in the contact-breaker base, so that the timing scale appears in the window on the right of the body. Screw the control barrel fully home in the sleeve. With the barrel and sleeve pushed as far into the housing as they will go, screw the vacuum unit connecting rod into the barrel, taking care that the serrated washer is correctly fitted.

Position the vacuum unit on its fixing plate so that the two studs fit through the holes provided. Place a spring washer over each stud and secure by tightening the locking nuts.

(ii) See that the two cables are connected to the terminal and to the earthing screw in the base casting. Position the contact breaker plate in the base casting so that the peg fitted in the control barrel locates in the hole provided in the contact breaker plate. Place the star-shaped spring over the bearing sleeve on the under side of the base casting and secure by springing the jump ring into its location.

Place the contact breaker base on the distributor body and secure by means of the three screws.

(iii) Insert the terminal post on the condenser through the hole in the connector strip. Replace the spring washer and tighten the terminal nut. Secure the band clip by replacing and tightening the fixing screw.

Position the plate carrying the fixed contact on the contact breaker base and secure it by replacing and lightly tightening the two screws, first placing a spring washer and flat steel washer under the heads of each of the screws. The eyelet on the end of the cable connected to the earthing screw must be fitted under the head of one of the screws. Place the insulating washer over the contact breaker pivot pin and position the contact breaker lever on its pivot pin. Insert the square headed bolt through the condenser connecting strip and the hole in the end of the contact breaker spring. Fit the bolt in the moulded junction block, place the eyelet on the end of the connector from the low tension terminal over the bolt, followed by a spring washer and secure by tightening the nut. Adjust the contact breaker setting to give a maximum opening of .010" — .012".

**NOTE :** If it becomes necessary to renew the contacts a replacement set comprising fixed and moving contacts must be fitted.

Place the rotor arm on the top of the spindle, locating the register correctly and push it fully home.

Fit the distributor moulding and secure by means of the spring clips.

