

1. 4.20
2. 14.
3. pro-

4. 7:1
5. 7:1
6. by the
7. engine

8. time

9. e.

10. e.

11. e.

12. in the
13. center

14. in use,
15. mark on
16. side of

17. D.C.,
18. D.C.

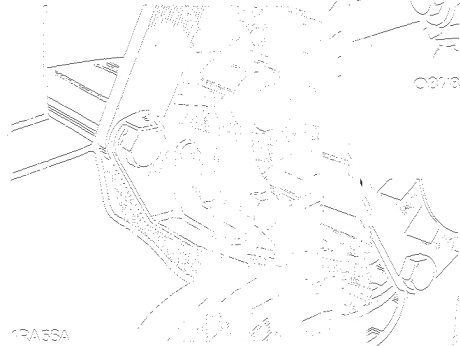
19. D.C.,
20. and 6°

21. an of
22. in engine

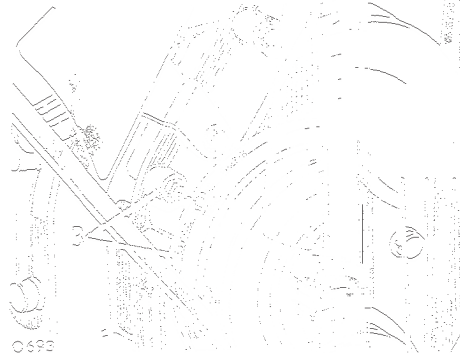
23. No. in



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24. 2. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Slacken the pinch bolt in base of distributor body and rotate the distributor in opposite direction to arrow on rotor arm until the contact breaker points are just opening with the cam follower on the leading side of the cam.

Re-tighten the pinch bolt.

Connect a 12 volt test lamp from the distributor l.t. terminal to earth.

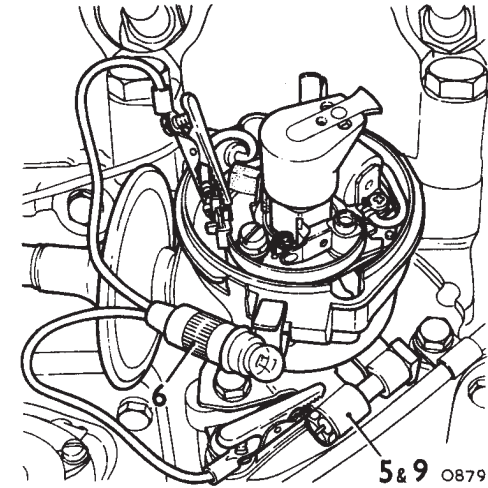
Switch 'on' the ignition.

Rotate the engine two revolutions in the direction of rotation. The test lamp should light up as the timing pointer aligns with the appropriate mark on the crankshaft pulley.

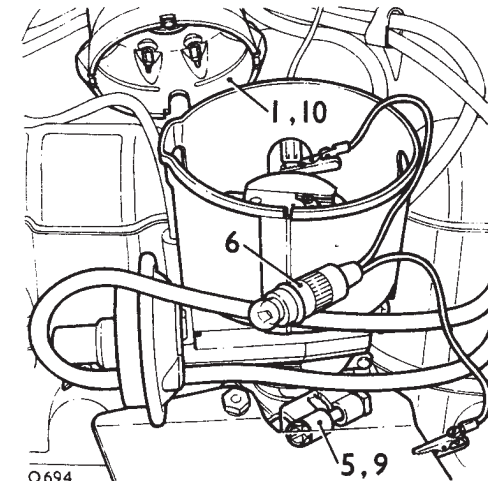
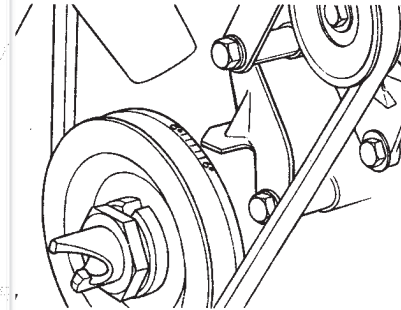
Adjust as required by slackening the pinch bolt and turning the distributor bodily.

Note: If the distributor is the type with external adjuster, this can be used for adjustment.

When satisfactory, secure the pinch bolt, remove the test lamp and leads and, refit the distributor cap.



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