

Cleaning

Thoroughly clean the moulded distributor cover, inside and out, with a soft dry cloth, paying particular attention to the spaces between the metal electrodes. Ensure that the carbon brush moves freely in its holder.

Examine the contact breaker. The contacts must be quite free from grease or oil. If they are burned or blackened, clean them with very fine carborundum stone or emery cloth, then wipe with a petrol-moistened cloth.

Separate contacts

To clean these contacts remove the nut, two connecting tags, and shouldered insulator at the end of the contact breaker spring. The movable point can now be lifted off and both points cleaned. Before replacing the movable contact make sure that its lower insulating washer is still in position at the bottom of the pivot post. After refitting adjust the points gap.

Quikafit contacts

See under previous heading. "Quikafit moving point pivot".

Contact Breaker Adjustment

Check the contact breaker setting. Turn the engine until the contacts show the maximum opening, that is when the operating heel is on the highest point of the cam. The gap between the contacts should measure 0.015 in. (.38 mm.). If the measurement is incorrect, keep the engine in the position giving maximum opening, slacken the screw securing the fixed contact plate and adjust its position to give the required gap. Tighten the screw. Recheck the setting for other positions of the engine giving maximum opening.

Oscilloscope Trace—with Quikafit points

The closing point of Quikafit contacts, when seen on a diagnostic oscilloscope trace, appears as a small area of flashing (sometimes called "hashing"). This is normal for this contact set because the "hashing" is caused by the self-cleaning action of the points. If the "hashing" is excessive the points should be renewed or cleaned.

SERVICING

Before starting to test, make sure that the battery is not fully discharged as this will often produce the same symptoms as a fault in the ignition circuit.

Testing in position to locate cause of uneven firing

Run the engine at a fairly fast idling speed.

If possible, short circuit each plug in turn with the blade of an insulated screwdriver or a hammer head placed across the terminal to contact the cylinder head.

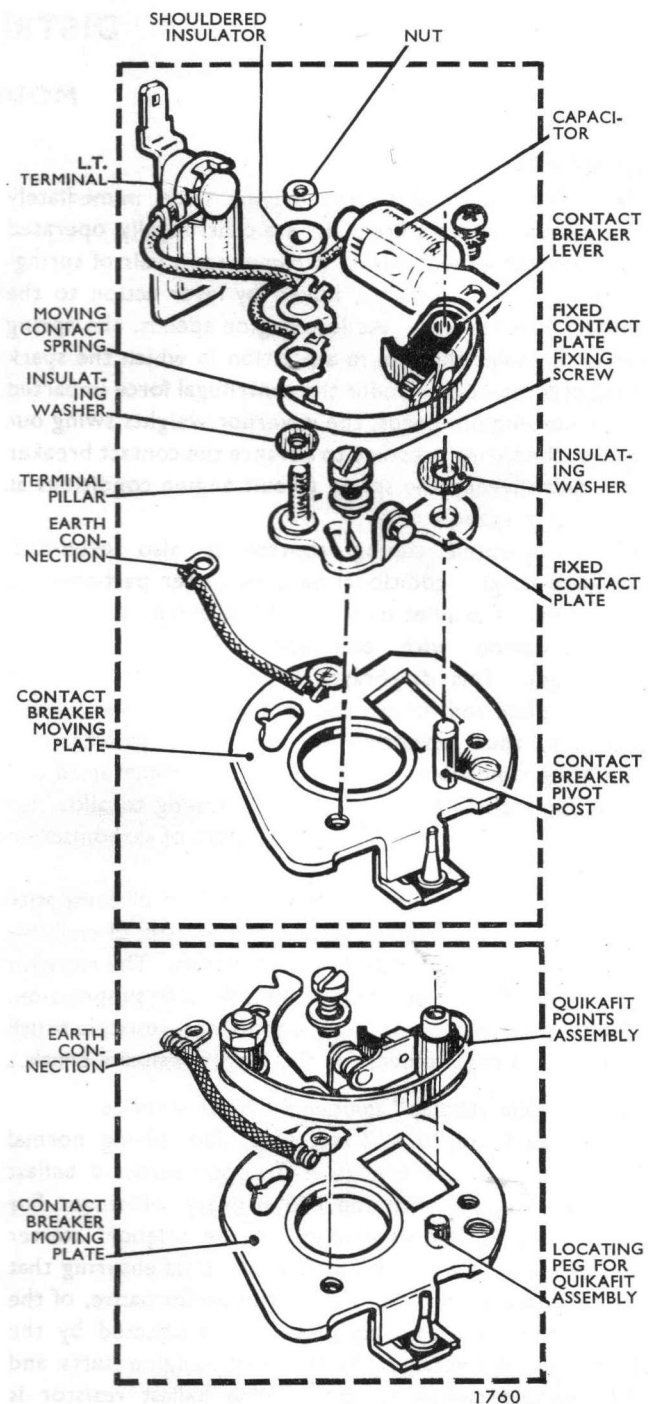


Fig. 21. Exploded view of contact breaker assembly, showing separate contact set, and alternative Quikafit contact set.

Short-circuiting the plug in the defective cylinder will cause no noticeable change in the running note. On the others, however, there will be a pronounced increase in roughness.