and the rotor electrode and maintain this relation when reassembling the distributor. (See Fig. 23.)

Note—The amount of dismantling necessary will obviously depend on the repair required.

Spring back the securing clips and remove the moulded cover. Lift the rotor arm off the spindle. Disconnect the vacuum unit link to the contact breaker moving plate and remove the two screws at the edge of the contact breaker baseplate. The contact breaker assembly, complete with external terminal, can now be lifted off (see (i)). Remove the circlip on the end of the micrometer timing screw, and turn the micrometer nut until the screw and the vacuum unit assembly are freed. Take care not to lose the ratchet and coil type spring located under the micrometer nut. The complete shaft assembly, with centrifugal timing control and cam foot can now be removed from the distributor body (see (ii) below) on knocking out the dog securing pin.

(i) *Contact breaker*

Separate contact set

To dismantle the assembly further, remove the nut, insulating piece and connections from the pillar on which the contact breaker spring is anchored. Lift off the contact breaker lever and the insulating washers beneath it. Remove the screw securing the fixed contact plate, together with the spring and plain steel washers, and take off the plate. Withdraw the single screw securing the capacitor. Dismantle the contact breaker base assembly by turning the base plate clockwise and pulling to release it from the contact breaker moving plate.

Quikafit contact set

Remove nut and lift off terminal ends of LT and capacitor leads. Replace nut.

Remove screw and washer securing contact set to contact moving plate.

Lift contact assembly off its pivot post.

(*ii*) *Shaft and Action Plate*

When dismantling the centrifugal timing control mechanism it is important that it is carried out in the order described below otherwise damage to the springs may result. Carefully lift off the springs, withdraw the screw inside the cam and take off the cam and cam foot. The weights can now be lifted off. Note that a distance collar is fitted on the shaft beneath the action plate.

Bearing Replacement

The bearing bush is of sintered copper-iron and is stepped having the larger diameter extending $\frac{3}{4}$ in. (19 mm.) in length from the bottom of the bush. Prepare the new bush for fitting by allowing it to stand completely immersed in clean medium viscosity (SAE.30–40) engine oil for at least 24 hours. In cases of extreme

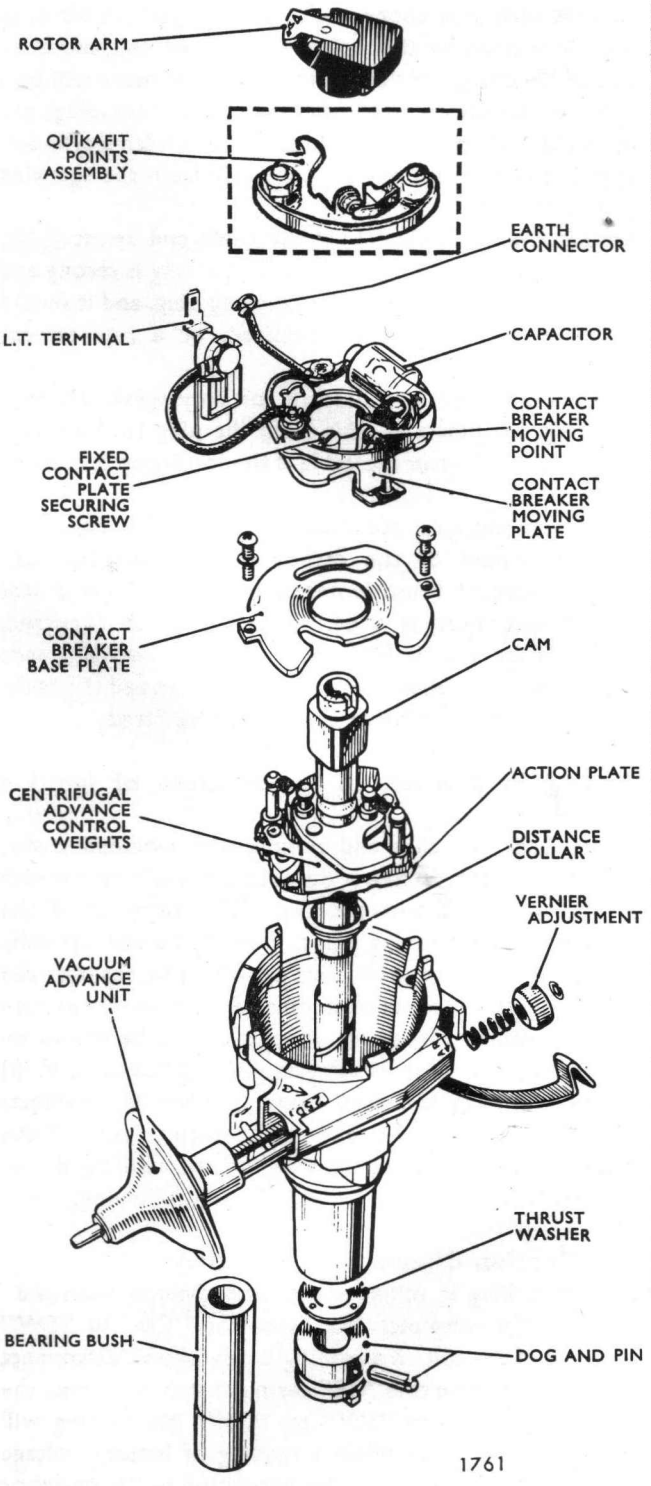

Fig. 23. *Exploded view of distributor—lower inset shows Quikafit type contact set.*