

BLUE RIBBON SERVICE

distributor gear removed from the magneto will have but one set of markings on the gear, so there will be no possibility of confusion.

A change has been made on the later type distributor spindle and gear, changing the timing marks. The letters "R" and "L" are formed on the spindle (Illustration 106). The "R" marking on the new distributor spindle is the setting for the clockwise magnet, and the "L" marking on the end of the distributor spindle is a correct lineup for counter-clockwise magnetos. Time the new type distributor spindle by meshing the rotor pinion and the distributor gear so that the marked tooth on the pinion is in line with the correct marking for the type of magneto being timed. The new gear can be used to replace the old.

Before assembling the distributor gear, be sure that the gear and the gear chamber are thoroughly cleaned of old grease and any grit that may be present. The magneto greasing recommendation is that the grease in the distributor gear chamber should be cleaned out and replaced with I.H.C. grease every 2000 hours of operation.

To grease the distributor gear spindle (9), Illustration 105, fill the hole four-fifths full of I.H.C. magneto grease and press the gear on to the shaft (7). Because of entrapped air, the gear may spring back after pressure is removed. To bleed out the entrapped air, turn the magneto by hand with a light inward pressure on the gear hub. This method of greasing will force grease into the oil holes in the shaft (7) and the housing (3) and will prevent fluid oil from entering this chamber. The purpose of adding oil to this chamber is to keep the grease from drying out. The recommended greasing instructions as outlined in the instruction book call for filling the distributor bearing oil cup (8) once every 500 hours of service, using the same grade of oil as used in the engine crankcase. A caution is added, stating: "Do not oil oftener, as excessive oil might work to the breaker points, causing rapid point wear." Tube from oil cup (9) leads directly to hollow shaft (7).

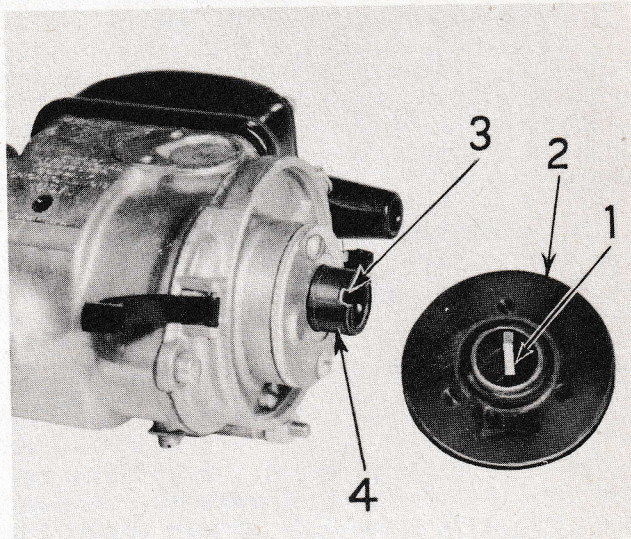
Replacing Felt Oil Seals in Distributor Gear Housing

The felt oil seals in the distributor body (Illust. 90), may be replaced by driving out the old retainer and replaced with a new retainer and felt assembly (2) (Illust. 105). Before replacing the retainer and felt, clean out the hole

with a metal cutting tool, such as a bearing scraping tool. Then lock the new retainer in place with a center punch.

Do not soak the new felt seals in oil. After assembly of the seals, coat them on the inside slightly with I.H.C. magneto grease.

Distributor Rotor



ILLUST. 107--DISTRIBUTOR ROTOR REMOVED SHOWING KEY AND KEYWAY FOR LOCKING IN POSITION. 1--ROTOR KEY. 2--ROTOR. 3--DISTRIBUTOR SPINDLE KEYWAY 4--DISTRIBUTOR SPINDLE.

Distributor Rotor (2), Illustration 107, is exposed after removal of the distributor cap. The distributor rotor should be a pressed fit on the distributor gear hub (4). To remove the rotor apply the end of the screw driver against the hub of the rotor and pry off as shown in Illustration 82. When replacing the rotor, be sure that the key (1), on the inside of the rotor coincides with the slot (3) on the end of the distributor gear spindle. To assist in lining up the key with the slot use the rib which is opposite the Monell arm on the opposite side of the rotor as a guide, the rib being in line with the key. Be sure that the rotor is pressed on as far as it will go because there is a possibility of entrapped air preventing the rotor from being pushed all the way on to the hub of the distributor gear.

The Monell metal arm (1), Illustration 108, on the distributor rotor is adjustable and renewable. The arm should operate as close to the insert in the distributor cap as possible without rubbing. (Refer to Illust. 108). To correctly adjust the distributor arm, a cap may be taken from parts stock and cut away as shown in Illust. 109. Then by using a feeler gauge the distance be-