

Fitting a New Distributor - Negative Earth Only

Ensure your vehicle is negative earth - the - terminal of the battery should be connected to the car body. **Do not proceed if your car is positive earth.** Also, if your car has been positive earth and been converted, ensure your coil has been correctly fitted - the negative side of the coil should be connected to the distributor.

Before removing the old distributor from the engine turn the engine to TDC No1 position and confirm the position of the rotor arm (should align with No1 lead).

Undo the fixing holding the distributor in position and remove, check the oil pump drive is the same design as the old one removed.

Fit the new distributor and confirm the rotor arm aligns with the No1 lead, ensure that the rotor arm is aligned to the No1 position.

If you have done this successfully you can refit the tighten the clamp but leave the distributor clamp finger-tight or loose enough to turn the distributor once the engine has started.

Fit the leads and with the ignition switched off:

a) for points-type distributors connect the single lead from the distributor to the coil as previously connected

b) for electronic distributors, connect the red wire to the **+ve positive** terminal of the coil only. This should be the 12 volt or live side, and the black wire to the **-ve negative** terminal. A coil with resistance above 1.5 Ohms only. If there is a ballast resistor or wire the positive should connect to the 12 volt side of the resistor.

Start the engine

Finally complete setting the timing dynamically and tighten the clamp.

If you can't get the engine started once installed, recheck the static timing and our troubleshooting guide on website: <https://www.classiccaraccessories.co.nz/pages/help-guide>

