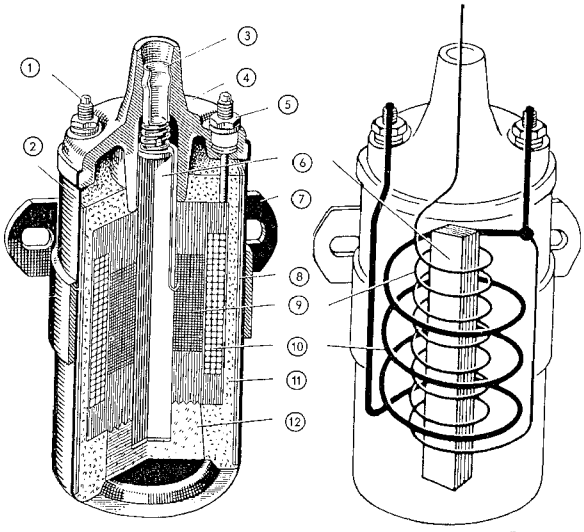

Fig. 40

Section view

Schematic

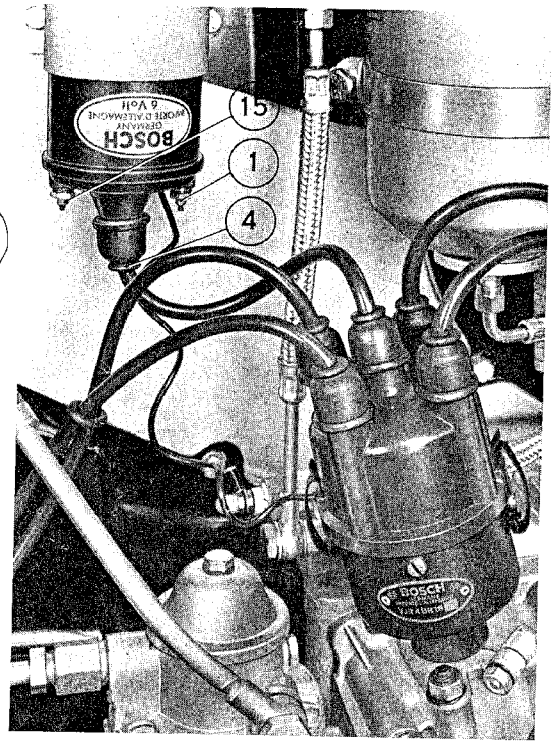

Fig. 41

Ignition coil

① Housing
② Terminal 1
③ Terminal 4
④ Cap
⑤ Terminal 15
⑥ Laminated iron core
⑦ Mounting bracket
⑧ Soft iron shell
⑨ Secondary winding
⑩ Primary winding
⑪ Insulating material
⑫ Ceramic insulator

Connections:

Terminal 15 to ingnition switch
Terminal 1 to distributor (contact breaker points)
Terminal 4 to distributor cap (high-tension lead)

Distributor

General

The distributor, with its rotor, distributes the high voltage current to the correct spark plug wire while on the same shaft a cam opens breaker points which interrupt the power supply to the coil, thereby producing the high voltage current. A centrifugal mechanism advances the spark timing as engine speed increases.

Construction

The cast iron, cup shaped, distributor housing contains the breaker contacts, breaker cam, centrifugal advance mechanism, and distributor rotor. The extension of the distributor housing provides the plain bearing for the distributor shaft as well as being the mount for the distributor. The housing is held to the crankcase by a clamp which also serves as an adjustment for the timing angle. A slotted coupling connects the distributor to the pinion shaft which is driven by worm drive on the crankshaft. The cam which operates the tungsten tip contacts has four lobes and carries the rotor on its extended end. The contacts are opened by the cam at regular intervals to a gap of 0.4 mm (.016 in.) which can be adjusted by an eccentric screw.