CHRYSLER CORP. PIVOTED PLATE

DESCRIPTION

Single breaker type distributor with "pivoted" type breaker plate. Some models for 1972 have an advance solenoid attached to vacuum advance unit. Unit receives power from starter relay at the same connector that sends power to the starter solenoid. This means that it is only powered during engine cranking. When activated it advances timing 7.5 degrees (engine).

SPECIFICATIONS

POINT GAP, CAM ANGLE & BREAKER ARM SPRING TENSION

See appropriate article in TUNE-UP Section.

CENTRIFUGAL & VACUUM ADVANCE

See DISTRIBUTOR ADVANCE SPECIFICATIONS in this Section.

ADJUSTMENT

POINT GAP & CAM ANGLE

Disconnect vacuum line and solenoid (if equipped) at carburetor. Connect tach-dwell meter, start engine and operate at idle speed. If dwell reading is within specifications, contact gap, cam rubbing block and contact arm are all in satisfactory condition. If dwell is not within specifications, incorrect contact gap, worn cam, worn rubbing block or distorted contact arm may be indicated. *NOTE — Dwell variations at speeds above 1500 RPM is not an indication of distributor wear.*

BREAKER ARM SPRING TENSION

Measure tension with a spring scale held at right angles to point surface. Note scale reading at point where contacts start to separate. To adjust, loosen screw holding end of point spring and slide end of spring in or out as necessary. Tighten screw and recheck spring tension.

LUBRICATION

Add one drop of 10W oil to felt wick under rotor in top of distributor cam. Wipe distributor cam clean of dirt and old grease with a clean lintless cloth. Apply a film of distributor cam lubricant over entire cam surface. *CAUTION — Do not over-lubricate.*

OVERHAUL

WEAR TEST

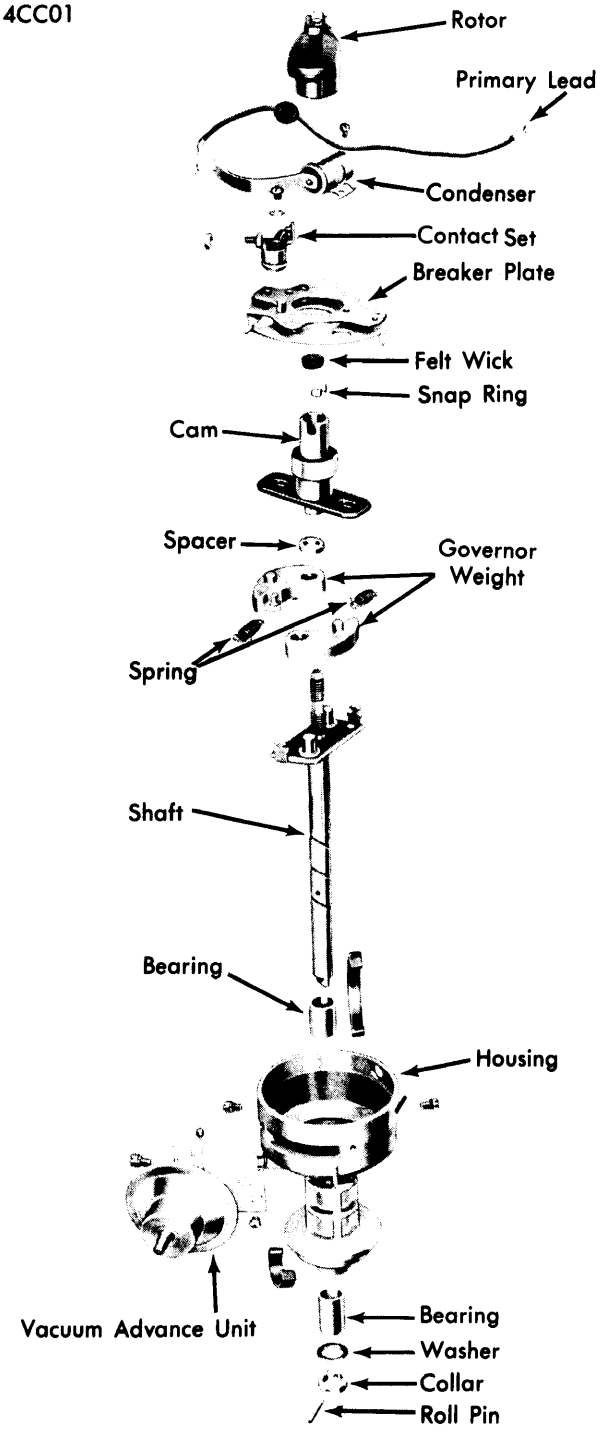
NOTE — Before disassembling distributor, make a wear test to determine if bushings and shaft require replacement.

Remove rotor, disconnect primary lead but do not loosen breaker arm contact spring retaining nut. Clamp ribbed section of distributor housing in a soft jawed vise and mount a dial indicator plunger arm resting against movable contact arm at the rubbing block, with rubbing block on high point of cam lobe. Engage wire loop on distributor shaft above breaker cam and attach spring scale to loop so that pull can be applied in line with dial indicator plunger movement. Apply 5 lbs. pull on spring scale and note dial indicator reading. If shaft movement exceeds .006", replace distributor bushings and shaft as required.

DISASSEMBLY

Remove distributor rotor. Cap clamp springs are held in place by peened metal around openings and should not be removed. Remove vacuum advance unit. Remove primary lead wire and rubber grommet as an assembly. Push grommet towards inside of distributor to remove. Do not pull on wire. Remove screws and lock washers attaching contact plate to housing and lift out plate, contacts and condenser as an assembly. Remove distributor drive collar retaining pin and slide collar off end of shaft. Remove lower thrust washer. Push shaft up and remove it through top of distributor body. If side play exceeded .006" in wear test, replace housing or shaft and cam assembly as necessary.

4CC01



CHRYSLER CORP. DISTRIBUTOR (TYPICAL)

CHRYSLER CORP. PIVOTED PLATE

REASSEMBLY

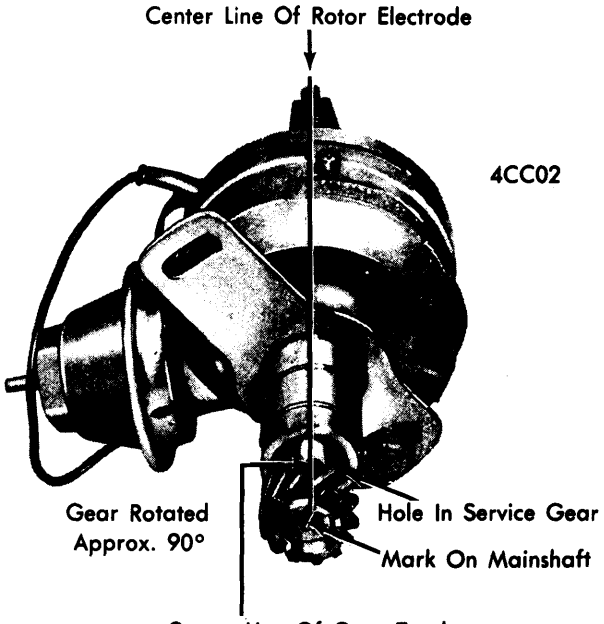
Check operation of centrifugal weights and inspect weight springs for distortion. Lubricate weights and inspect all bearing surfaces and pivot pins for roughness, binding or excessive looseness. Lubricate and install flat thrust washer. Position washer on distributor shaft and slide shaft into distributor body. Position lower thrust washer and drive collar on lower end of shaft, install retainer pin. Install contact plate assembly. Align condenser lead, contact point spring, primary lead and install attaching screw. Install felt wick in tip of cam. Install vacuum advance unit. Test breaker arm spring tension and adjust point gap. Lubricate felt pad with one drop of light engine oil and install rotor.

VACUUM CONTROL UNIT

NOTE — Unit cannot be disassembled and should be replaced if not operating within specifications.

VACUUM LEAK TEST

With distributor mounted in test stand and vacuum unit attached to distributor, attach vacuum hose to distributor vacuum unit fitting. Vacuum gauge should hold on maximum vacuum obtainable if no leak exists. Distributor contact plate should respond instantly to vacuum diaphragm pull without any drag or bind.



GEAR TOOTH ALIGNMENT