

DELCO-REMY WINDOW

DESCRIPTION

External adjustment type with distributor cap forming the housing and enclosing the entire mechanism. On vehicle adjustments are made through a slot in the side of cap with window raised, eliminating the need to remove cap for adjustments.

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

CAM ANGLE (ON VEHICLE)

With engine running at idle speed, lift window on side of distributor cap and insert a $\frac{1}{8}$ " Allen wrench into adjusting screw. Turn screw clockwise to increase cam angle and counterclockwise to decrease it. Use dwell meter to set cam angle to specifications.

If a dwell meter is not available proceed as follows: Turn adjusting screw clockwise until engine begins to misfire, then turn adjusting screw counterclockwise $\frac{1}{2}$ turn. This will give approximate dwell angle required. **CAUTION** — Use this method only when dwell meter is not available.

POINT GAP & CAM ANGLE (OFF VEHICLE)

Point Gap — Use an $\frac{1}{8}$ " Allen wrench to turn adjusting screw to obtain specified gap.

Cam Angle — With distributor mounted in testing machine, connect dwell meter to distributor primary lead. Turn adjusting screw to set dwell angle to specification.

BREAKER ARM SPRING TENSION

Breaker arm spring tension and point alignment are pre-set at factory. Contact set is replaced as a complete assembly. Cam angle requires adjustment after contact points are replaced.

LUBRICATION

A permanent lubricant reservoir is built into housing to lubricate upper end of shaft. When replacing points, apply a trace of petrolatum to breaker cam. Later distributors are equipped with a wick type cam lubricator. Rotate cam lubricator 180° at 12,000 mile intervals, and replace every 24,000. Do not attempt to re-oil cam wick.

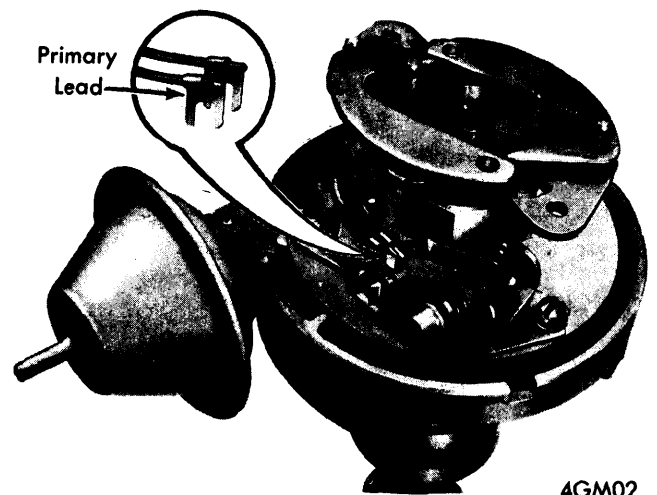
OVERHAUL

DISASSEMBLY

Remove rotor and RFI shield (if equipped). Remove both weight springs and advance weights. Remove roll pin retaining driven gear to distributor shaft. Slide gear and spacers from shaft. Before sliding distributor shaft from housing, check for and remove any burrs on shaft. This will prevent damage to seals and bushing still positioned in housing. Slide distributor mainshaft and cam weight base assembly from housing. Remove vacuum advance mechanism. Remove spring retainer and breaker plate assembly from housing. Remove points and condenser from breaker plate. Remove felt washer and plastic seal located beneath breaker plate.

INSPECTION

Wash all parts in cleaning solvent, except cap, rotor, condenser, breaker plate assembly and vacuum control unit. Degreasing agents may damage insulation of these parts. Inspect breaker plate assembly for damage or wear. Inspect shaft for wear and its fit in bushings in distributor body. If shaft or bushings are worn, they should be replaced. Mount shaft in "V" blocks and check alignment with a dial indicator. Run out should not exceed .002". Inspect advance weights for wear or burrs and free fit on their pivot pins. Inspect cam for wear or roughness. Then check its fit on end of shaft. It should be free without any roughness.



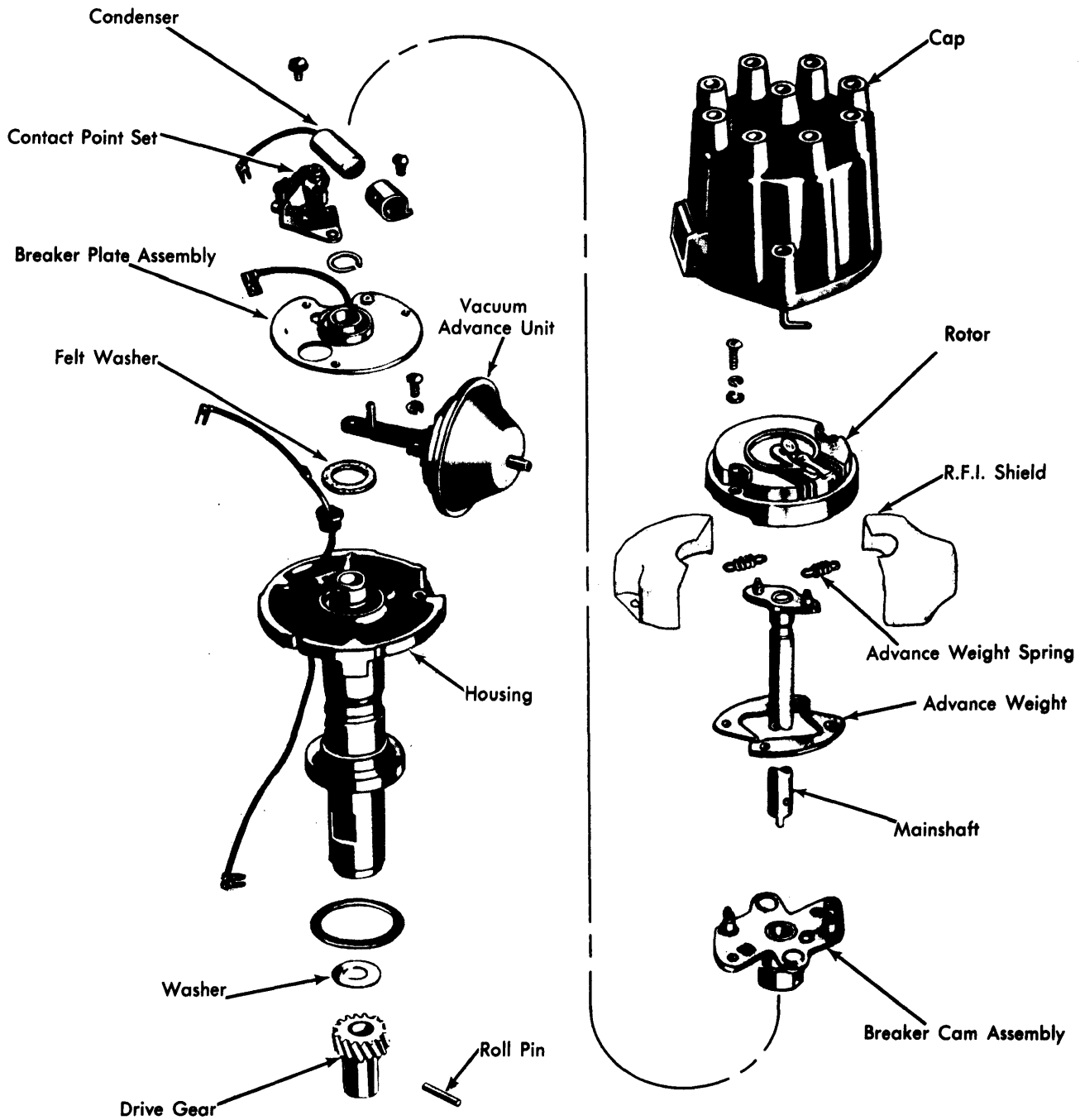
DISTRIBUTOR LEAD LOCATION

REASSEMBLY

Assemble distributor in reverse order of disassembly. When installing drive gear on shaft be sure to use a new roll pin. Refill housing lubricating cavity. When installing rotor be sure to note square and round indexing lugs.

Ignition Distributors

DELCO-REMY WINDOW (Cont.)



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DELCO-REMY "WINDOW" DISTRIBUTOR ASSEMBLY