I.H.C. – HOLLEY PIVOTED PLATE

DESCRIPTION

Single breaker, fully automatic type distributor. Breaker plate consists of a fixed lower plate mounted rigidly in distributor housing and a movable upper plate which is pivoted at one end. Condenser and contact points are mounted on pivoted upper breaker plate. Centrifugal advance mechanism is conventional type with weights and springs mounted under breaker plate assembly. Vacuum advance is controlled by conventional type vacuum advance unit mounted on distributor housing and linked to breaker plate at opposite end of pivot point.

SPECIFICATIONS

POINT GAP, CAM ANGLE & BREAKER ARM SPRING TENSION

See appropriate article in TUNE-UP Section.

CENTRIFUGAL & VACUUM ADVANCE

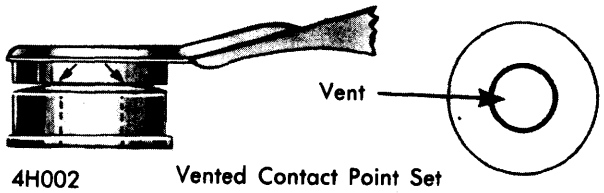
See DISTRIBUTOR ADVANCE SPECIFICATIONS in this Section.

ADJUSTMENT

POINT GAP & CAM ANGLE

Check point gap using suitable feeler gauge or dial indicator. To adjust, insert screwdriver through slot in breaker plate and turn as necessary, with rubbing block on peak of a cam lobe. Cam angle settings must be made with vacuum hoses disconnected. Variation in cam angle from idle to 1800 RPM should not exceed three degrees.

Solid Contact Point Set



4H002 Vented Contact Point Set

POINT CONTACT ALIGNMENT

CONTACT POINT ALIGNMENT

Align points for contact throughout circle around hole in grounded contact. Adjust by bending stationary contact bracket ONLY. DO NOT bend breaker arm.

BREAKER ARM SPRING TENSION

Attach suitable spring scale to breaker arm and pull in a straight line at right angles to point surface. Reading should be taken just as points start to separate. To adjust, loosen breaker arm spring nuts and spring forward or backward as necessary.

CENTRIFUGAL ADVANCE

Check operation in a suitable distributor test machine. If above or below specifications, bend primary weight spring post toward shaft to increase advance or away from shaft to decrease advance.

VACUUM ADVANCE

Diaphragm assembly is preset and no adjustment is provided. If not within specifications, replace vacuum unit.

LUBRICATION

Distributor cam should be lubricated with a light coating of distributor cam grease applied to cam from end of forefinger. *NOTE – Do not leave excessive grease on cam.*

OVERHAUL

DISASSEMBLY

Remove rotor and dust cover. Remove vacuum advance unit and distributor primary lead. Remove breaker plate assembly and disassemble. Remove shaft oil wick, cam retainer and breaker cam from distributor. Disconnect advance weight springs and remove advance weights, bushings and thrust washers. On distributors equipped with governors, remove governor band and governor adjusting plug. Remove governor valve body and adjusting screw. On distributors equipped with tachometer drive units, remove cover plate, tachometer driven shaft plug, bushing and tachometer driven gear and shaft assembly. Remove tachometer drive gear pin. *NOTE – Before removing distributor drive gear or thrust collar, it is important to measure and record end play and drive gear location.* Support distributor drive gear in vise and drive roll pin from gear and shaft. Press drive gear off mainshaft. Support thrust collar in vise and drive roll pin from collar and shaft. Remove mainshaft and tachometer drive gear.

INSPECTION

Wash and clean all parts. Check for wear, burrs, roughness and replace parts as necessary.

BUSHING REPLACEMENT

Upper Bushing – Using suitable tool (SE-1955-5), place distributor housing in press bed and insert knock-out bar (7/16"x11" bar). Press out upper bushing.

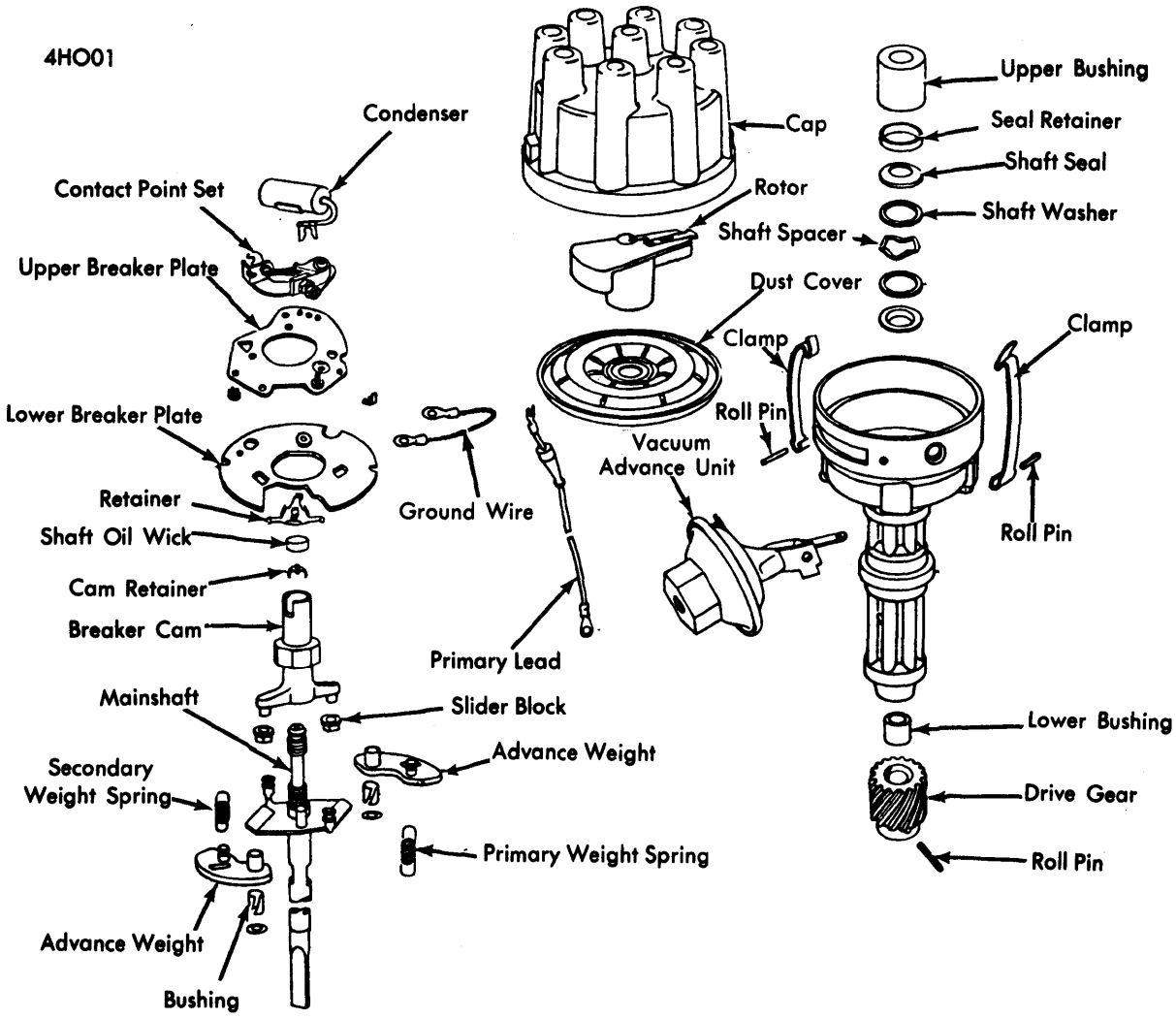
Lower Bushing – Procedure is same as that for upper bushing removal except distributor housing is turned over.

Tachometer Drive Bushing – Place tachometer opening of housing over 7/8" socket and insert knock-out bar. Press out tachometer drive bushing.

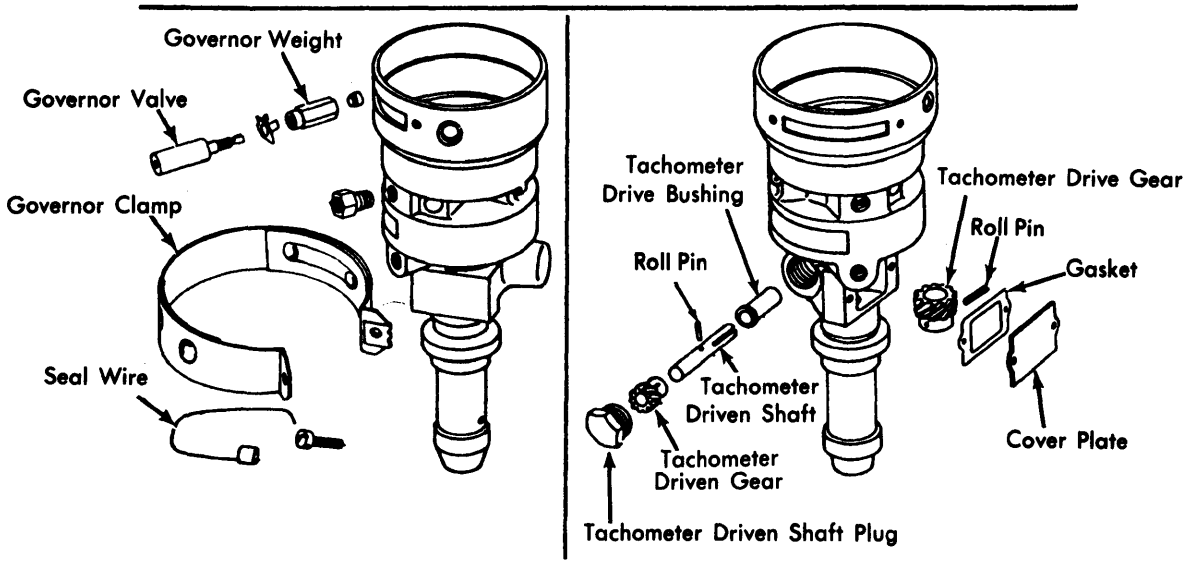
REASSEMBLY

Assemble distributor in reverse order of disassembly, using new roll pins, bushings and seals.

I.H.C. – HOLLEY PIVOTED PLATE (Cont.)



STANDARD



W/GOVERNOR W/GOVERNOR & TACHOMETER

I.H.C. – HOLLEY DISTRIBUTOR ASSEMBLY