# 1974-79 DISTRIBUTORS & IGNITION SYSTEMS
# Delco-Remy Single Breaker Point Distributors

**Saab: 1974 99 (Carbureted)**
**Triumph: 1974 Spitfire MK IV**

## DESCRIPTION

Distributor is a single breaker design. Centrifugal advance is accomplished with conventional weights and springs. On some models, the advance mechanism is located under the rotor which serves as a cover. Other models, of more conventional design, have centrifugal advance mechanism mounted below breaker plate. Vacuum advance/retard, if equipped, is controlled by a vacuum diaphragm unit mounted on distributor housing and linked to breaker plate.

## SPECIFICATIONS

### POINT GAP & DWELL ANGLE

See appropriate article in TUNE-UP PROCEDURES section.

### CENTRIFUGAL & VACUUM ADVANCE

See appropriate DISTRIBUTOR ADVANCE SPECIFICATIONS table in this section.

## ADJUSTMENT

### POINT GAP & DWELL ANGLE

With rubbing block on high point of cam lobe, insert a feeler gauge blade between contacts and check reading against specification. To correct, loosen retaining screw and move stationary contact point until correct gap is obtained, then tighten screw. Check dwell angle and compare indicated reading with specifications. Correct dwell if necessary.

## TESTING

### BREAKER ARM SPRING TENSION

To check spring tension, place hook end of spring scale as close as possible to the movable breaker point. Pull scale at a right angle (90 degrees) to the movable arm and note reading just as points begin to open.

### CENTRIFUGAL ADVANCE

Check distributor in test stand according to test equipment manufacturers instructions. Operate distributor both up and down the RPM

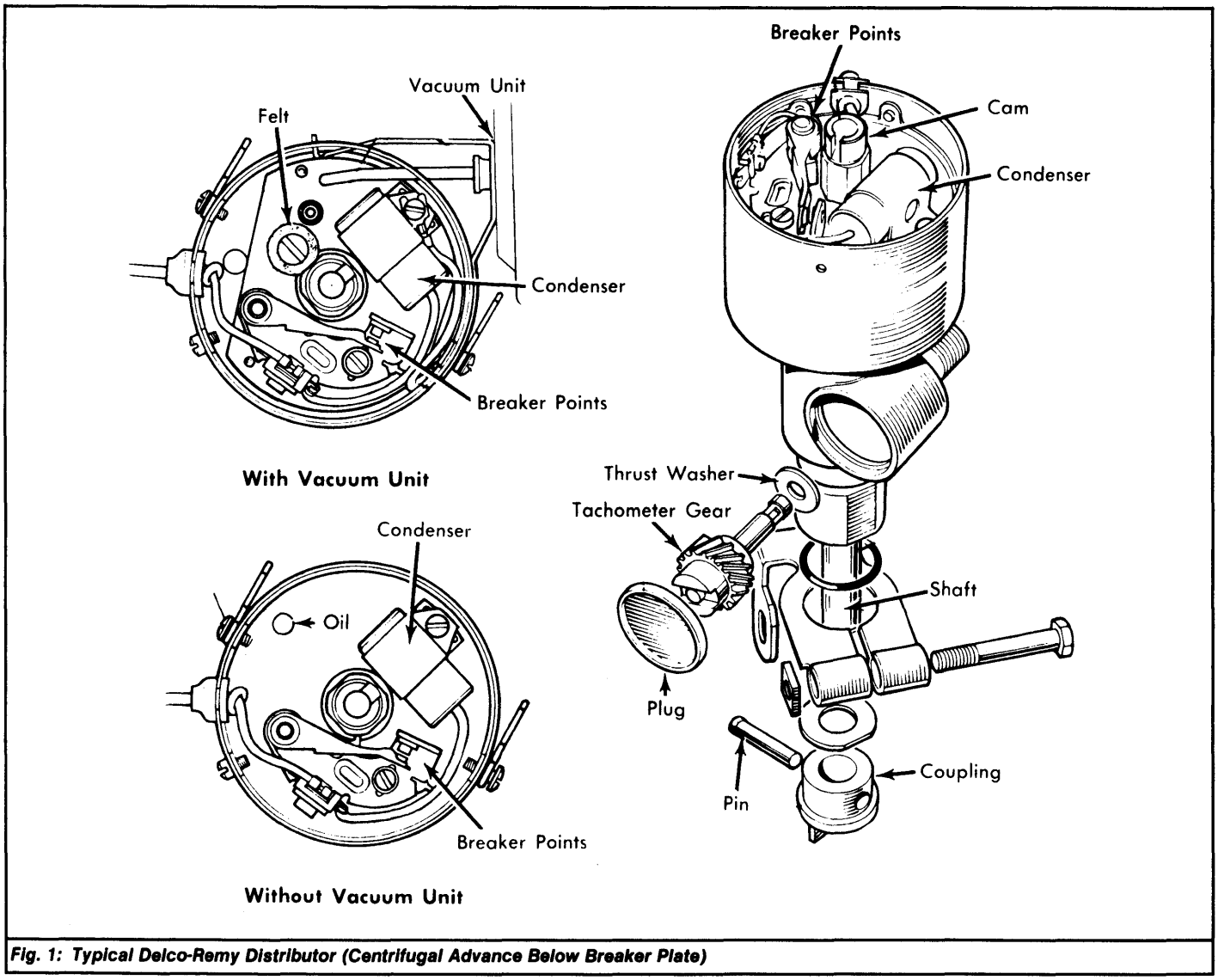


*Fig. 1: Typical Delco-Remy Distributor (Centrifugal Advance Below Breaker Plate)*

range and check advance at all RPM settings specified. If not within specifications, adjust or replace springs, weights, or cam as necessary.

## VACUUM ADVANCE/RETARD

With distributor in test stand, check advance/retard at vacuum settings shown in specifications. If tests indicate vacuum diaphragm unit is inoperative, out of calibration, or leaking, replace vacuum unit.

# OVERHAUL

## DISASSEMBLY

**With Centrifugal Advance Under Rotor - 1)** Remove rotor. Drive out retaining pin. Remove gear from end of distributor shaft. Remove shaft from distributor housing.

**2)** Note positioning of centrifugal advance parts for reassembly reference. Detach both coil springs and remove weights. The breaker cam can then be separated from distributor shaft. Remove condenser and breaker point assembly. Remove lock ring retaining breaker plate and lift out plate.

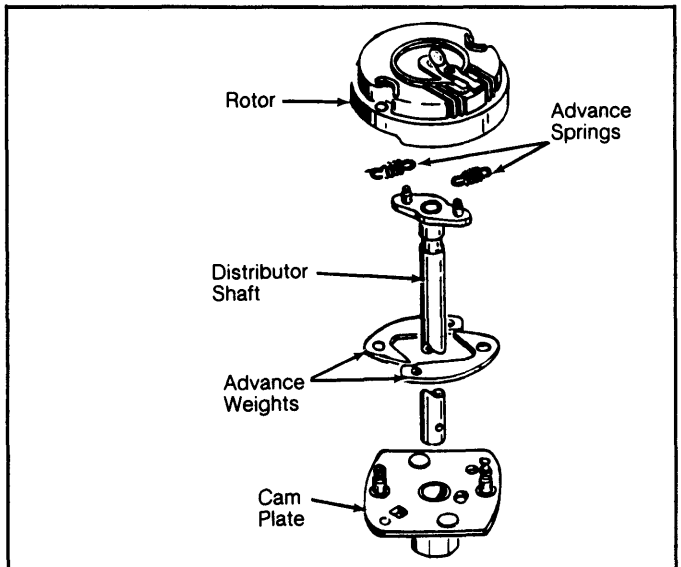


*Fig. 2: Typical Delco-Remy Distributor (Centrifugal Advance Under Rotor)*

**With Centrifugal Advance Below Breaker Plate - 1)** Remove rotor, condenser, and breaker point assembly. Remove cam lubricator felt pad (if equipped). Remove breaker plate and vacuum diaphragm unit (if equipped). Pierce and pry out tachometer drive gear end plug.

***NOTE: Do not remove tachometer drive gear end plug if a new plug is NOT available.***

**2)** Remove tachometer drive gear and thrust washer. Note relationship of coupling offset key to rotor locating slot as viewed from coupling end. Mark position of coupling on end of shaft, then drive out retaining pin and remove coupling from end of shaft. Remove shaft from distributor housing. Note positioning of centrifugal advance parts for reassembly reference and remove from shaft.

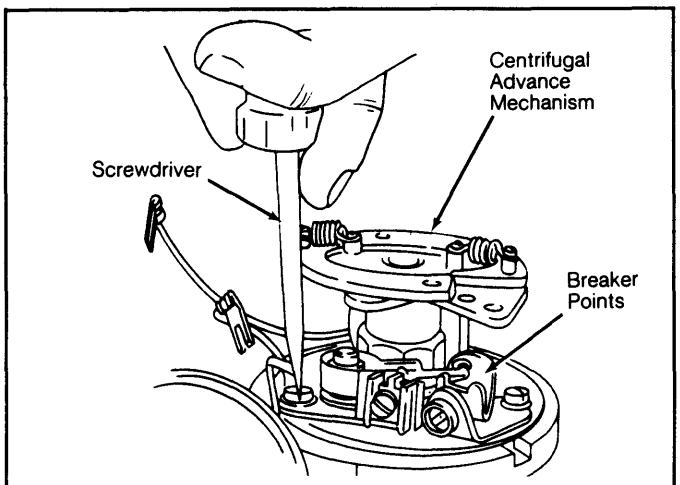


*Fig. 3: Removing Breaker Point Assembly*

## REASSEMBLY

Reassemble distributor in reverse order of disassembly. On distributor with centrifugal advance below breaker plate, lubricate tachometer drive gear with light weight grease. Install gear and thrust washer, then drive a new plug into place. Stake plug in six equally spaced spots.

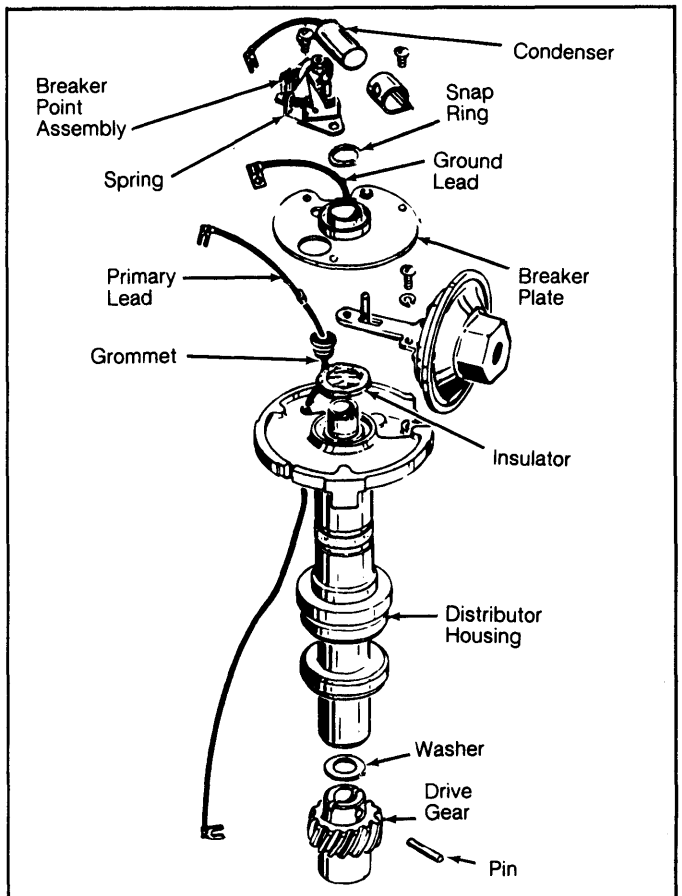


*Fig. 4: Exploded View Of Typical Delco-Remy Distributor*