

4-60 1974-79 DISTRIBUTORS & IGNITION SYSTEMS

Mitsubishi Single Breaker Point Distributors

Chrysler Corp.: All Models
Mazda: 1975-76 B1600
1975-77 808
1978 B1800
1978 GLC (Calif.)

DESCRIPTION

Mitsubishi distributors are fully automatic and of conventional design. Breaker plate assembly consists of a fixed lower plate, with breaker points mounted on movable upper plate. Centrifugal advance is conventional type with weights and springs. Vacuum advance/retard is controlled by a vacuum diaphragm unit mounted on distributor housing and linked to moveable portion of breakerplate assembly.

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.

ADJUSTMENTS

POINT GAP & DWELL ANGLE

With rubbing block on high point of cam lobe, insert feeler gauge blade between contacts and check reading against specification. To correct, loosen retaining screws and move stationary contact point until correct gap is obtained, then tighten screws. Align points if necessary

by bending stationary contact support only. Check dwell angle and compare indicated reading with specification. Correct if necessary.

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 manufacturer's instructions. Operate distributor both up and down the RPM range and check advance at all RPM settings specified.

VACUUM ADVANCE

With distributor in test stand, check vacuum advance. If tests indicate vacuum diaphragm unit is inoperative, out of calibration, or leaking, replace vacuum unit.

OVERHAUL

DISASSEMBLY & REASSEMBLY

- 1) Remove cap, rotor and condenser. Remove snap ring from breaker plate spindle. Remove vacuum advance unit. Disconnect ground and primary leads.
- 2) Remove terminal, breaker points, and breaker plate. Remove cam assembly, governor springs, and weights. Remove lock pin from gear. Remove gear and shaft assembly.
- 3) Assemble distributor in reverse order of disassembly. Make sure points are in good condition, check cap and rotor for cracks or carbon-tracking. Apply small amount of light-weight grease to distributor cam, arm spindle and vacuum link.

