

# Distributors & Ignition Systems

## MITSUBISHI BREAKER TYPE DISTRIBUTOR

Chrysler Corp. Imports  
 Arrow  
 1600 cc (Federal)  
 Champ & Colt Hatchback  
 1400 cc (Federal)  
 1600 cc

### 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 is controlled by a vacuum diaphragm unit mounted on distributor housing and linked to movable portion of breaker plate assembly.

### SPECIFICATIONS

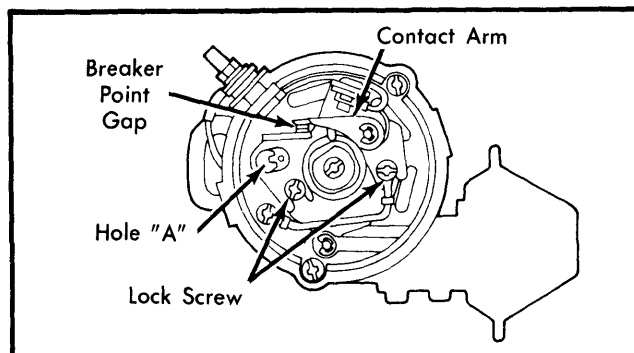
**Point Gap, Cam Angle & Breaker Arm Spring Tension** — See *Tune-Up Data on Car Model Tune-Up Pages*.

**Centrifugal & Vacuum Advance** — See *Specification Tables in this section*.

### ADJUSTMENT

**Point Gap, Alignment & Cam Angle** — Turn engine over until points are as wide open as possible. Insert a suitable feeler gauge between contacts and check reading against specifications. To correct, loosen lock screws and insert a screwdriver blade into hole "A". See *Fig. 1*. Move stationary contact point until correct gap is obtained. Then, tighten lock screws. Align points if necessary by bending stationary contact support only. Check cam angle using a dwell meter. Compare reading with specification and 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.



**Fig. 1 Adjusting Breaker Point Gap**

**Centrifugal Advance** — Check distributor in test stand according to test equipment manufacturers instructions. Operate distributor both up and down the RPM range and check advance at all RPM settings specified.

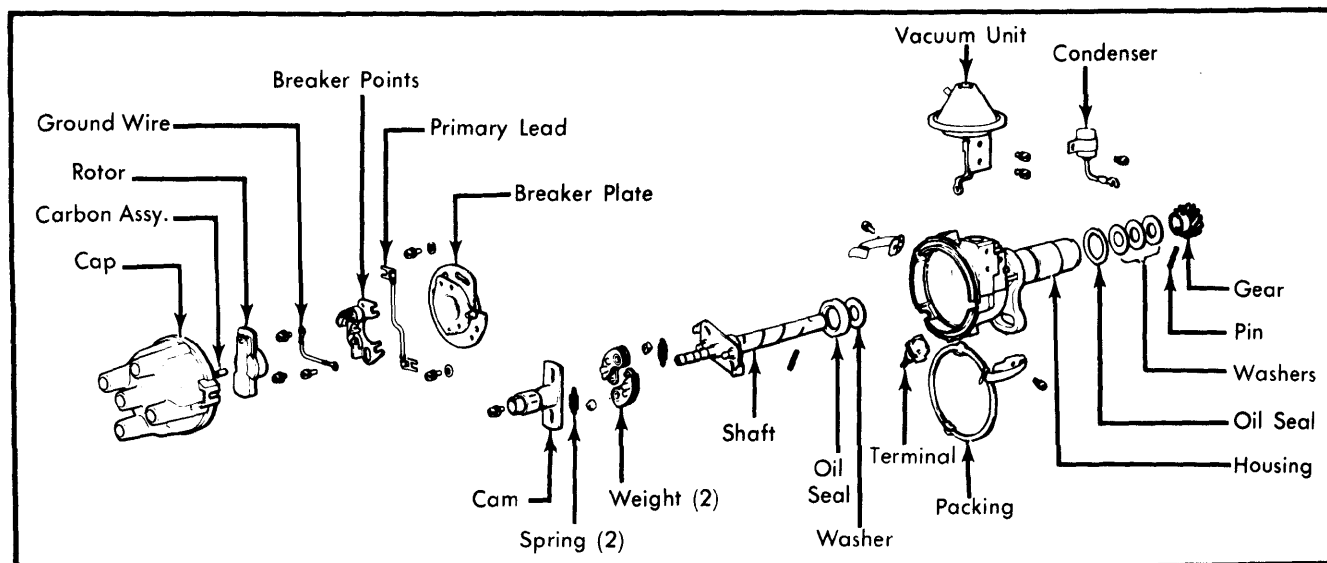
**Vacuum Advance** — With distributor in test stand, check advance at vacuum settings shown in specifications. If tests indicate vacuum diaphragm unit is inoperative, out of calibration, or leaking, replace vacuum unit.

### OVERHAUL

**Disassembly** — 1) Remove cap, rotor and condenser. Remove snap ring from breaker plate spindle. Remove screws securing vacuum advance unit and disconnect ground and primary leads.

2) Remove terminal. Remove breaker points and breaker plate. Remove cam assembly, governor springs and weights. Remove lock pin from gear and remove gear and shaft assembly.

**Reassembly** — Assemble distributor in reverse order. Make sure points are in good condition, check cap and rotor for cracks or carbon-tracking. Apply small amount of MOPAR DCG or equivalent grease to distributor cam, arm spindle and vacuum link.



**Fig. 2 Exploded View of Typical Mitsubishi Distributor**