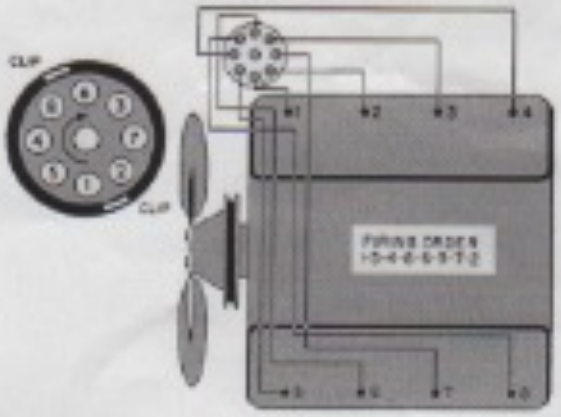
Distributor/Spark Plug Wiring Diagram

1949-53 Flathead



Adjusting Ignition Timing

When checking engine timing with a strobe type timing light, disconnect the vacuum line from the carb to the distributor. Engine should be at idle speed. Connect timing light high voltage lead to wire going to **Number 1** spark plug and the appropriate low voltage leads to the battery connections per timing light instructions. Be sure to check polarity of connections. Stock electrical systems are 6 volt positive ground. Loosen distributor hold-down bolt and adjust timing by rotating distributor until timing marks line up between groove on pulley and indicator. Tighten distributor hold-down bolt and re-check timing. Re-connect vacuum line to distributor.

Spark advance in the **LoadeMatic** distributor is controlled entirely by the vacuum differential at the carburetor, which regulates the vacuum control diaphragm on the distributor. The diaphragm is connected to the breaker plate and works against two springs. On 1949 Ford distributors the two springs are of separate tension. 1950 to 53 distributors have identical springs. The springs are mounted on posts with eccentric mounts. Turning the post adjusts the spring tension. Vacuum for the LoadeMatic distributor does not come from a simple vacuum fitting off the intake manifold (ie for windshield wipers), but must come from the vacuum connection on the carburetor. The stock Ford/Mallory carb has the necessary two vacuum circuits internally that are **absolutely necessary** for control of this distributor. In general, earlier Stromberg carbs will not have these vacuum circuits that would allow them to be used on the 49-53 distributor. Likewise, when using multiple carburetor manifolds, there will not be sufficient air velocity in either carb to operate the vacuum advance of this distributor correctly. Most builders who use aftermarket manifolds and carbs will convert the ignition distributor to the earlier "dish" type with its vacuum brake advance mechanism. We have no recommendations at this time relating to use of other after-market distributors or ignition systems.

When setting breaker point gap be sure to check ignition timing after making the adjustment. There is an oiler on the stock distributor body to provide lubrication for the distributor drive shaft. Also, a light film of breaker point grease should be applied to the eight-sided cam (or rubbing block) where the points are serviced.

The condenser is rated at 0.21 to 0.25 microfarads. This can be checked properly with a meter designed to read condensers and capacitors. A simple ohmmeter can test for complete failure, but will not give an accurate reading for specified ratings. If moving a condenser to a more remote location than its original mount in the distributor, be sure to check its rating with the longer lead wire.