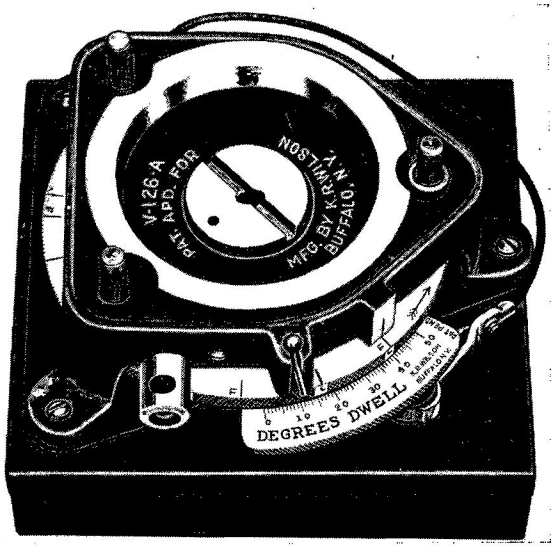
# INSTRUCTIONS

## For USING

# KRW "Timing" Fixture

## on FORD "V8"

## Distributors




KRW TIMING FIXTURE




V8 DISTRIBUTOR ON TIMING FIXTURE

PRINTED IN U. S. A.

# INSTRUCTIONS for Setting FORD "V8" Distributor on KRW Timing Fixture

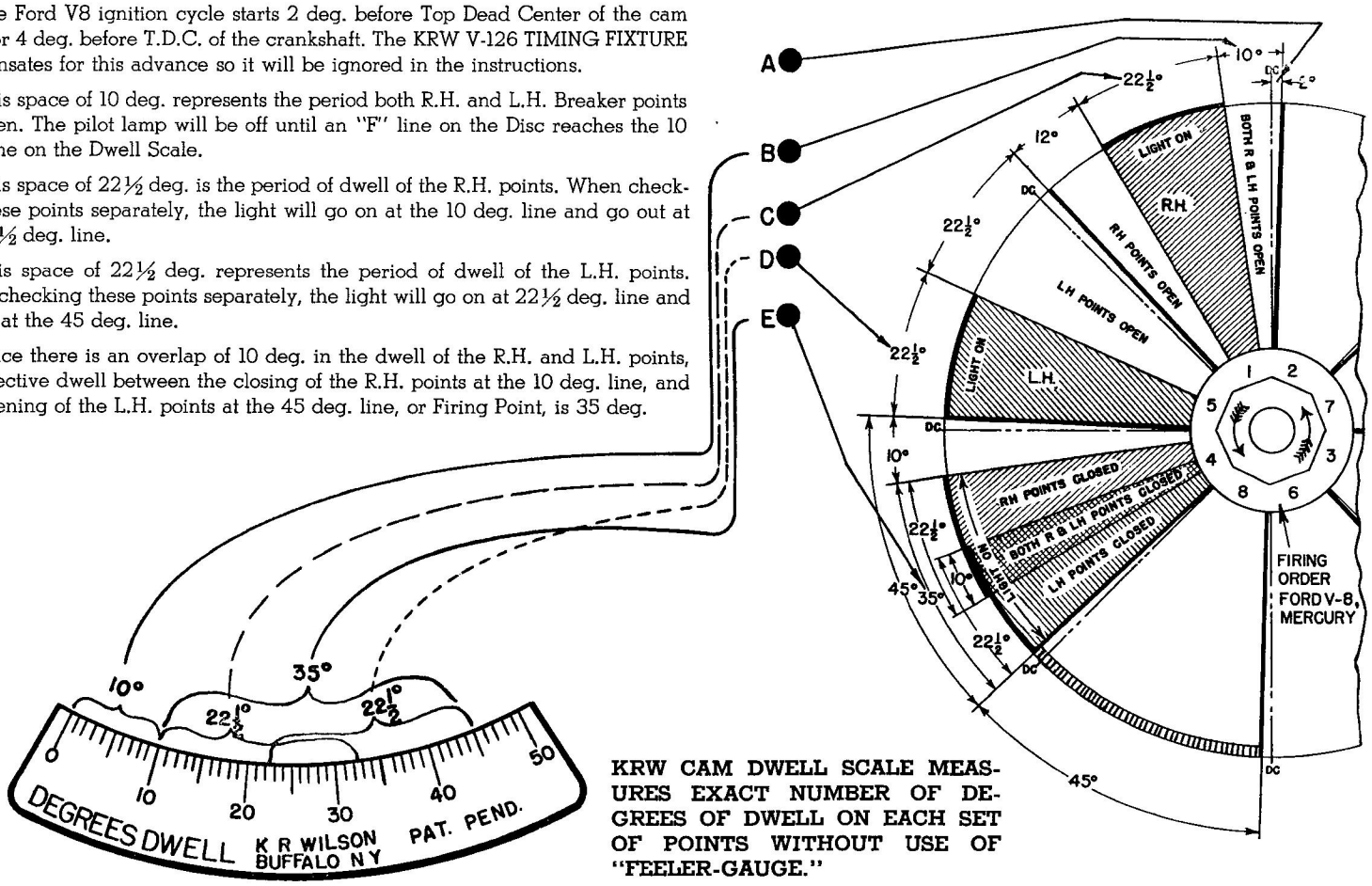
**A** The Ford V8 ignition cycle starts 2 deg. before Top Dead Center of the cam shaft, or 4 deg. before T.D.C. of the crankshaft. The KRW V-126 TIMING FIXTURE compensates for this advance so it will be ignored in the instructions.

**B** This space of 10 deg. represents the period both R.H. and L.H. Breaker points are open. The pilot lamp will be off until an "F" line on the Disc reaches the 10 deg. line on the Dwell Scale.

**C** This space of 22½ deg. is the period of dwell of the R.H. points. When checking these points separately, the light will go on at the 10 deg. line and go out at the 32½ deg. line.

**D** This space of 22½ deg. represents the period of dwell of the L.H. points. When checking these points separately, the light will go on at 22½ deg. line and go out at the 45 deg. line.

**E** Since there is an overlap of 10 deg. in the dwell of the R.H. and L.H. points, the effective dwell between the closing of the R.H. points at the 10 deg. line, and the opening of the L.H. points at the 45 deg. line, or Firing Point, is 35 deg.




**KRW CAM DWELL SCALE MEASURES EXACT NUMBER OF DEGREES OF DWELL ON EACH SET OF POINTS WITHOUT USE OF "FEELER-GAUGE."**

**1.** Place the Distributor on the KRW V-126 Timing Fixture, rotating the Disc in the direction of the arrows until the Slot engages the Driving Tang of the Distributor. The Cam will then revolve with the Disc (Fig. 1). Before proceeding further, check the Breaker Spring Tension with the KRW V-108 Tension Scale (See Fig. 2 next page). Replace if unsatisfactory.

**2.** Fasten Distributor in place with the three nuts furnished.

**3.** Attach the Battery Clip to the terminal "A"—(Fig. 5).

**4.** Since the FIRING POINT is the most important factor in correct timing, this should be established first. Place a piece of paper between the R.H. Points to prevent them making contact while adjusting the L.H. Points. Loosen the Set Screw "B" (Fig. 3 and 8) and move the Indicator Plate to the center position. Now loosen Set Screw "C" (Fig. 8) and using a KRW V-46 Offset Screwdriver, adjust the Eccentric Screw "D" (Fig. 4 and 8) until the Points dwell (or remain closed) exactly 22½ Degrees—that is, when rotating the Disc in the direction indicated by the arrows, an "F" Line on the Disc should move through 22½ Degrees from the position where the Light comes on until it goes out. LOCK THE DISC IN PLACE by dropping the Pin "E" (Fig. 8) through the hole in the Disc. (Be sure the Disc is turned in the direction of the arrows, and that all back-lash is taken up before locking the Disc). Move the "Degrees Dwell" Scale so that the 45 Degree Line coincides with the "F" Line on the Disc, and the "Master Mark" (Fig. 8).

**5.** Move the Plate "B" (Fig. 3-6-8) until the LIGHT JUST GOES OUT. Tighten the Set Screw "B" and remove the Pin from the hole in the Disc. Check the Dwell of the Points to see that tightening this Set Screw has not changed the 22½ Degree Dwell. Rotate the Disc in the direction of the arrows. When an "F" Line on the Disc coincides with the 22½ Degree Line on the Dwell Scale, the LIGHT SHOULD COME ON (Fig. 6) and REMAIN ON until the "F" Line reaches the "Master Mark," where it SHOULD GO OUT (Fig. 8). This indicates that the Dwell of the L.H. Points is 22½ Degrees and that they BREAK EXACTLY on the Firing Point.

**6.** Remove the paper and place it between the Points just checked. Rotate the Disc in the direction of the arrows, stopping it with an "F" Line at the 10 Degree Line on the Dwell Scale (Fig. 5). Loosen the Set Screw "G" (Fig. 5) and adjust the Eccentric Screw "H" until the LIGHT JUST COMES ON. (NOTE: Tightening the Screws "C," "G" and "B" may alter the setting of the Points slightly—therefore, these Set Screws should be tightened and the Disc again rotated to be sure the adjustments are correct each time they are tightened). Turn the Disc in the direction of the arrows until the "F" Line being observed has reached the 32½ Degree Line on the Dwell Scale, where the LIGHT SHOULD GO OUT (Fig. 7). Due to various factors, the Dwell of the R.H. Points may vary one or two Degrees; the IMPORTANT ADJUSTMENT is to make them close at exactly the right time. This method of controlling the Dwell for each set of Points determines the distance the Points open much more accurately than with Feeler Gauges.

**7.** Remove the paper from the L.H. Points and check the Set Screws "B," "C" and "G" to make sure they are tight. Rotate the Disc and recheck the adjustments in this manner; when an "F" Line on the Disc coincides with the 10 Degree Line on the Dwell Scale (Fig. 5), the LIGHT SHOULD COME ON. (The closing of the L.H. Points at 22½ Degrees and the opening of the R.H. Points at 32½ Degrees will not affect the Light, since they overlap). When the "F" Line coincides with the "Master Mark" (Fig. 8), the LIGHT SHOULD GO OUT.

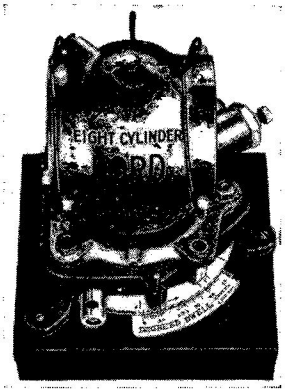



Fig. 1

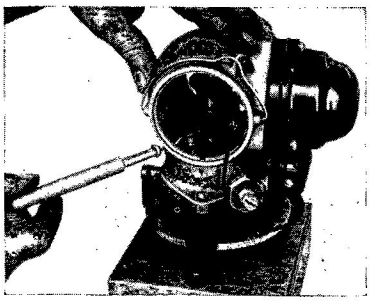
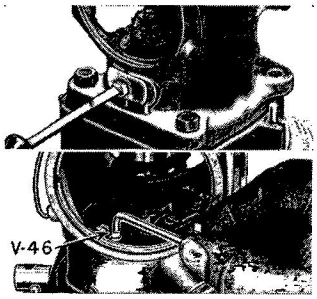


Fig. 2

USE V-108 KRW TENSION SCALE TO CHECK SPRINGS

Fig. 3

Fig. 4

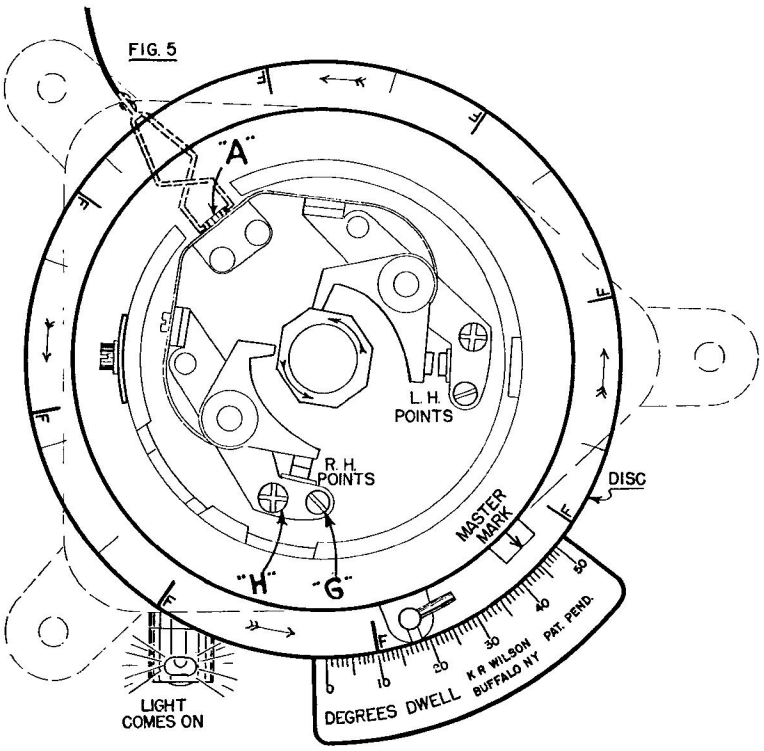


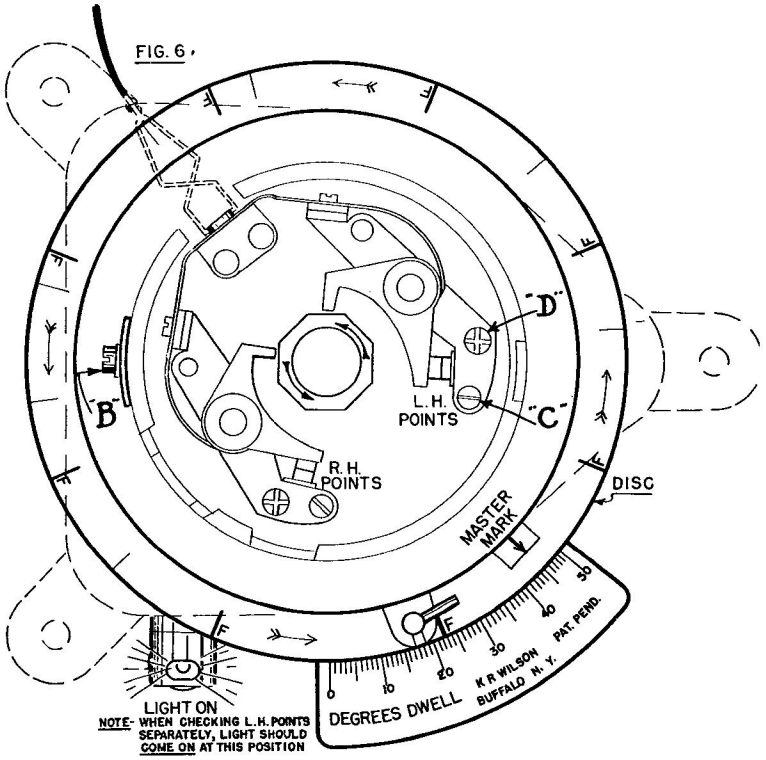

**BREAKER SPRING TENSION—FORD V8**

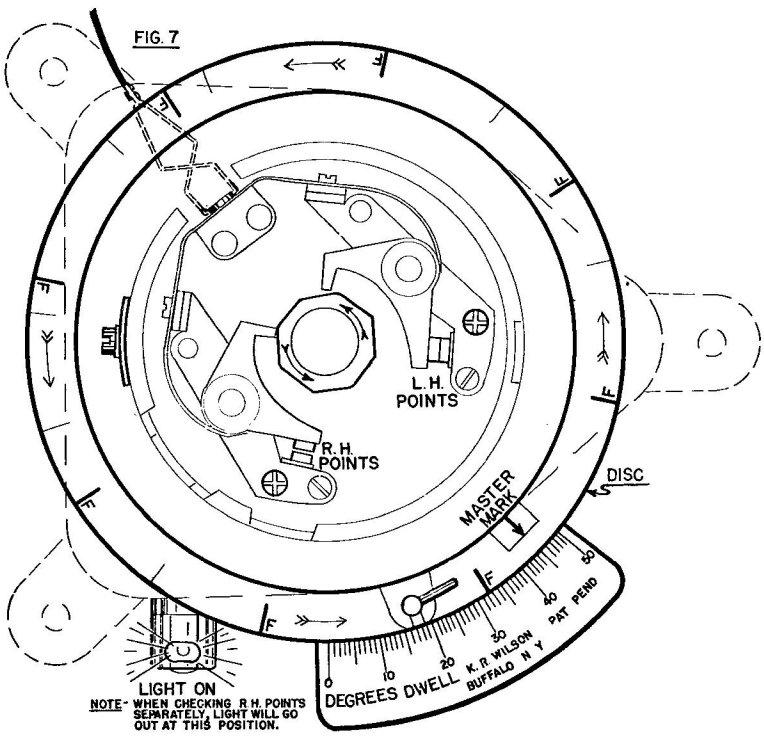
| | |
|---|---|
| 1932-1933 | 19 to 22 oz. |
| 1934-1936 | 22 to 27 oz. |
| 1937-1940 | 20 to 24 oz. |

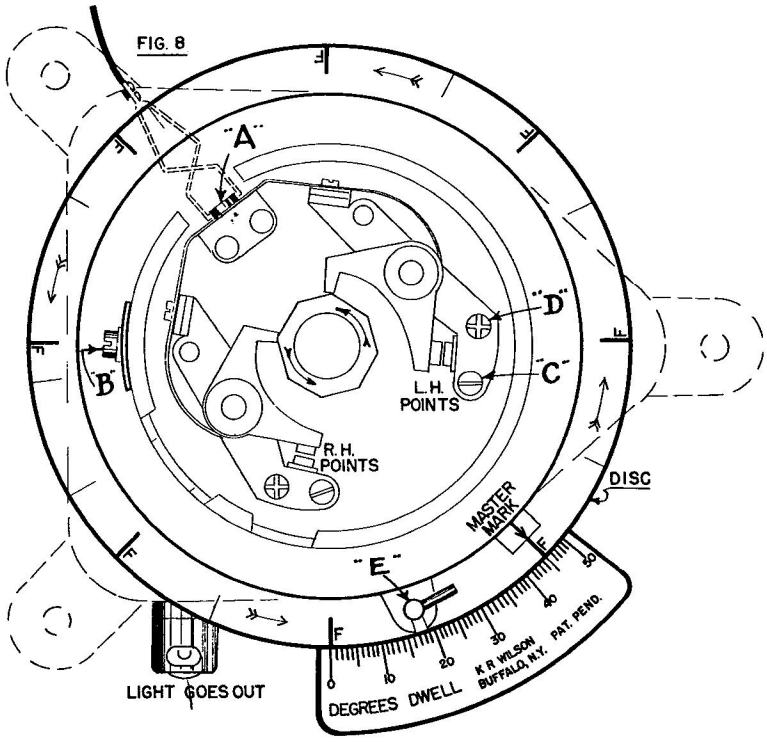
*When large diameter Breaker Points are used tension should be 22 to 27 oz.

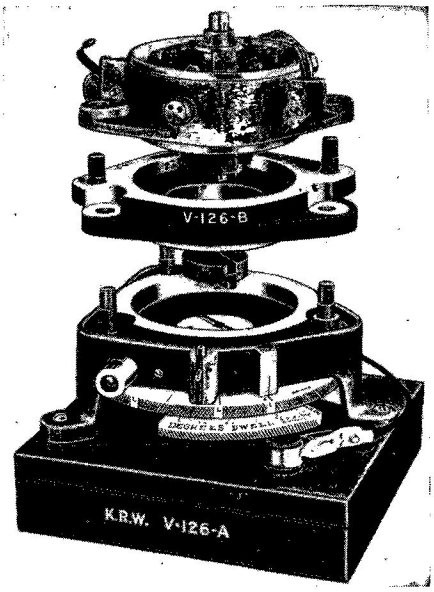
Fig. 3—Always reset plate in center position before adjusting Breaker Points. Fig. 4—Use KRW V-46 Off-Set Screwdriver to adjust screws.



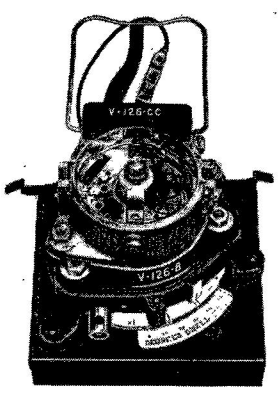



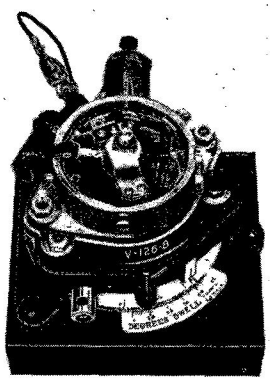



**"Exploded View" showing Adapter, Universal Joints, etc., for New Distributors**

## ADAPTERS Are Available (On Special Order) To Handle The New FORD FOUR—SIX—EIGHT and ZEPHYR Distributors



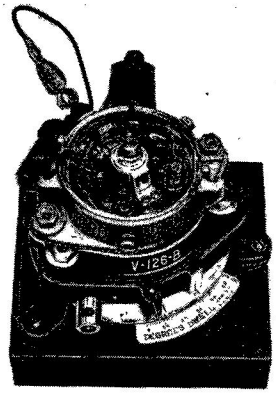

NEW FOUR




NEW SIX




OLD EIGHT



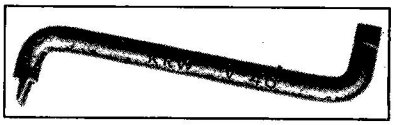

NEW EIGHT




ZEPHYR

### Breaker Point Adjustment Screwdriver

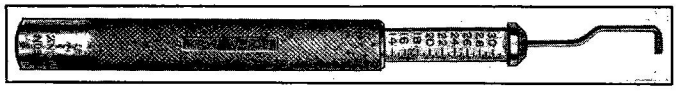
**No. V46—70 Cents**



The KRW Double End, Offset Screwdriver is designed especially for adjusting breaker points on V-8 Distributors. It is made of tough alloy steel. One end is crosswise—the opposite end lengthwise so that the screw can be turned completely around by quarter turns. The space is so limited that no other type of screwdriver can be used. Every mechanic needs one for "tune-up" work.

### KRW Breaker Spring Tension Scale

**No. V108** **Price $2.25**



This new KRW "Breaker Point" Spring Tension Scale is made to accommodate both the old style and the new type of breaker springs now being used. It is calibrated in 2 oz. divisions from 14 to 30 oz.

**K. R. WILSON, 10-16 LOCK ST., BUFFALO, N. Y., U.S.A.**