DISTRIBUTOR CIRCUIT BREAKER

While the circuit is closed the coil builds up a high tension charge and a spark is produced as soon as the circuit is broken. The longer the circuit is closed the "hotter" the spark will be. This is referred to as the "dwell." The circuit breaker used on the Ford V-8 differs from the conventional in that the cam used has 8 lobes and that one set of contact points opens the circuit whereas the other merely closes the circuit. By this arrangement an exceptionally long "dwell" is obtained and the necessity of synchronizing the timing of the spark for the two banks of cylinders is removed.

The only fully approved method of setting the distributor points is with the distributor stroboscope as outlined on the following pages. However, if this equipment is not available an approximate setting can be obtained by setting the points to definite mechanical limits and the BV-45 step feeler gauge may be used for this purpose.

For mechanical spacing see specification section of this book.

While several improvements have been made in the circuit breaker the most important ones are shown in Fig. 1. The left hand breaker assembly was adopted with the "68" type distributor (see subject 12127). The right hand illustration shows the breaker plates used on models prior to the model No. "68."

Due to the lighter weight of the breaker arms in the 68-12127 distributor a lower breaker arm spring tension is used. On this assembly a separate spring is used for each breaker arm (see "L" and "M," Fig. 1).

The 68-12150 distributor breaker has been designed so that with the points spaced at .014″ to .016″ the total percentage of dwell or period of saturation of the coil is identical with the total percentage of dwell obtained with the 40-12127-B distributor with points spaced at .012″ to .014″.

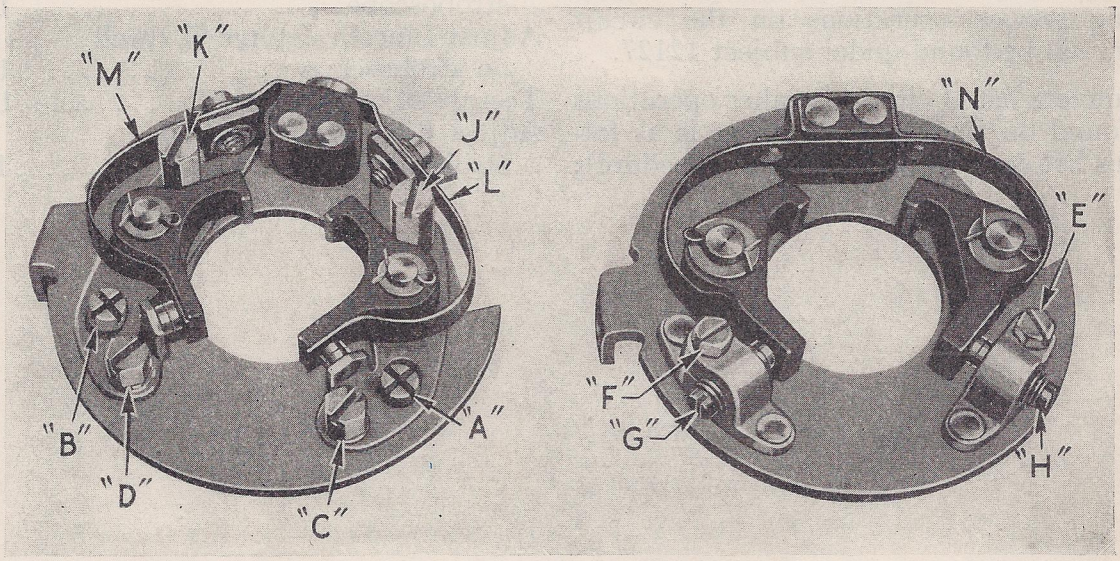


Fig. 1

EQUIPMENT USED	
HEYER—H1-FORD LABORATORY TEST SET	$135.00
HEYER—H1-DFZ STROBOSCOPE	35.00

ABOVE APPLIES TO MODELS:

ALL

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