Breaker Point Failure

Breaker point failure is caused by one or more of the following conditions:

A Under-capacity condenser.

B Condenser not properly grounded.

C Generator voltage too high.

D Faulty battery connections, particularly the ground connection.

E Incorrect spacing.

F Excessive oil on the points and the engine is the most likely source of this. Oil leakage is usually traceable to distributor bolts not having been drawn down sufficiently tight.

Instances have likewise been found where excessive grease had been used on the distributor gasket at time of installation. This grease melts from the engine heat and works its way into the points.

Too much cam grease or the wrong kind may cause distributor point trouble. A **thin** film of No. M-4601-Ford distributor cam grease should be used for this purpose.

SERVICE OPERATION

The distributor circuit breaker should never be considered alone but must be considered as a part of the distributor, otherwise it will be impossible to locate the underlying causes of the original failure.

Always refer to the particular type of distributor you are working on. The distributor, description and complete service procedure, including service operations on the circuit breaker, will be found under subject 12127.

A complete list of circuit breaker operations to be found on the following pages is as follows (this list does not represent a procedure):

OPERATION	NUMBER
Check resistance and continuity of primary circuit	12151-A
Test % dwell on the car (idle speed)	12151-B
Test % dwell on the car (high speed)	12151-C
Remove distributor	12151-D
Install distributor on stroboscope	12151-E
Adjust Ford V-8 % dwell on stroboscope	12151-F
Adjust Lincoln Zephyr % dwell on stroboscope	12151-G
Test dwell at high speed	12151-H
Adjust Lincoln % dwell on stroboscope	12127-T

ABOVE APPLIES TO MODELS:

ALL

EQUIPMENT USED

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

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