V-8 DISTRIBUTOR

OPERATING PRINCIPLE

The distributor used on the Ford V-8 is located at the front of the engine and is driven direct by the camshaft, thus eliminating many parts and the consequent back lash, etc.

The spark timing is automatically advanced or retarded by the centrifugal governor weights or springs. The vacuum brake automatically retards the spark timing in direct proportion to the load.

The current for igniting the gas mixture in the cylinders is provided by the storage battery. The ignition coil transforms the low tension current to a high tension current of sufficient voltage to bridge the gap between the points of the spark plugs. The circuit breaker points interrupt the flow of low tension current at regular intervals, while the distributor rotor distributes the high tension current to each spark plug in proper firing order.

MODEL DIFFERENCES

While the basic design of the V-8 distributor has remained the same, several changes in their characteristics have been made. Likewise numerous improvements have been made in the design. This results in some of the original models being discontinued where a later model affords better performance.

The various models of distributors are distinguished by the number stamped at the rear end of the distributor shaft as shown in Figs. 2 and 3. Distributors having no marking as in Fig. 1 are all model 18.

The various models can be recognized while the distributor is on the engine by observing a similar marking on the governor weights visible when vacuum brake is removed. (See also subject 12220, page 4.)

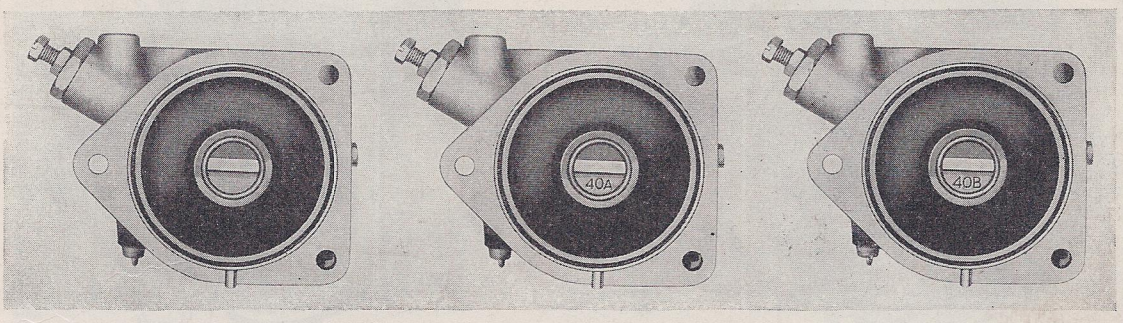
Interchangeability

18-12127. The model 18 distributor is obsolete and is no longer supplied.

40-12127-AR. Engines equipped with aluminum 6.3 to 1 cylinder heads and single carburetor should use 40-12127-AR distributor identified by the figure "40" or "40-A" on end of distributor shaft. (See Fig. 2.) (See also 68-12127 and 78-12127 below.)

40-12127-B (see Figs. 3 and 6). Use on all models both cars and trucks built prior to 1937 models except 1933 passenger cars having single carburetor.

68-12127 (see Fig. 7). Can be used on all models built prior to 1937, both cars and trucks. However, when replacing 18-12127, 40-12127-AR or 40-12127-B distributors, it will be necessary to replace coil, condenser, termi-



18-12127
Fig. 1

40-12127-AR
Fig. 2

40-12127-B
Fig. 3

EQUIPMENT USED

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

ABOVE APPLIES TO MODELS:

ALL FORD V-8

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