

HIGH TENSION LEAD

Several years ago, I wrote a tech article regarding making up high tension leads. As a footnote to that article, I want to add this bit:

When making up your solid core leads and soldering on the terminals, prevent a future problem by making each lead a separate length. Doing this will prevent any confusion as to which lead goes to which cylinder.

The conventional wire marking strips do not survive well under the bonnet. If you use a solvent pressure wash to clean the compartment as I do, they are bound to fall off. Wire looms help and are inexpensive. However, if the wires are ever removed from the loom, you are at the first step again.

Another practice I have seen is to make the #1 Cylinder location on the distributor "random." The standard FORD convention is to make the 1 o'clock position, as you face the distributor side of the block, the #1 cylinder. As all Lotus type/FORD distributor rotors rotate anti clockwise, the other leads follow per the firing order.

Paul Horkin

SHADE TREE STATIC TIMING

You can statically time the engine using a 12 volt test lamp or volt Ohm meter. This procedure will get you into the timing range of the engine. Attach the test lamp between the negative low tension lead of the coil (that's the one that goes from the coil to the distributor) and ground. Rotate the crank until the #1 cylinder timing mark on the crank pulley lines up with the initial timing you need on the front cover. Loosen the distributor bolt and turn the ignition "ON". Rotate the distributor in the direction of shaft rotation until the test lamp just goes OFF. Tighten the distributor bolt. The engine is now statically timed.

To finish the job, use a timing light to set the timing at the # of degrees at the specific RPM - check your manual for this information.

Paul Horkin