FORD, MERCURY, LINCOLN DISTRIBUTOR SPECIFICATIONS

Year	Part Number	Initial Advance, Crankshaft Degrees BTC	Distributor Advance NOTE A			Total Advance, Crankshaft Degrees NOTE A		Breaker Arm Spring Tension, Ounces	Contact Spacing (Inches)	Dwell Contact (Percent) at Idle Speed		
			Crankshaft Degrees		Engine R.P.M.							
			Min.	Max.		Min.	Max.			L.H.	R.H.	Total
1935–36	40–12127B	4	15	17	3000	19	21	20–24	0.012–0.014	60	55–65	77–82
1937–41 V8	11A–12127	4	21	24	3450	25	28	20–24	0.014–0.016	50	45–55	78–85
1941–42 Six	1GA–12127	1	17	19	2500	18	20	20–24	0.014–0.016			57–62
1942 V8	21A–12127	4	21	24	3450	25	28	20–24	0.014–0.016	50	45–55	78–85
1946–47 Six	5GA–12127	1	17	19	2500	18	20	20–24	0.014–0.016			57–62
1946–48 V8	59A–12127	4	21	24	3450	25	28	20–24	0.014–0.016	50	45–55	78–85
1948–51 Six	7HA–12127	0	21	23	4000	21	23	17–20	0.024–0.026			58–63
1949–50 V8	7RA–12127	2	15	17	4000	17	19	17–20	0.014–0.016			58–63
1936–48 Lincoln	16H–12127	2	22	24	3400	24	26	20–24	0.014–0.016	57–62	57–62	
1949 Lincoln	8EL–12100	4	22	26	4000	26	30	17–20	0.015–0.018			58–63
1950–51 Ford	OBA–12127	2	15	17	4000	17	19	17–20	0.014–0.016			58–63
1950–51 Mercury	OCM–12127	2	15	17	4000	17	19	17–20	0.014–0.016			58–63
1950–51 Lincoln	OEL–12127	4	19	21	4000			17–20	0.014–0.016			

A—Wide Open Throttle.

especially in wet weather.

Metal manifolds and metal cable brackets should be grounded to the engine. Troublesome engine missing has sometimes been corrected by a good ground connection for these metal parts.

IGNITION SWITCH—Ignition switches are usually designed to carry the ignition circuit only. When accessories such as heater, radio, fan, defroster, etc. are connected through the ignition switch, the switch is overloaded, causing overheating of the switch, which results in the reduction of the energy delivered to the ignition circuit.

When it is desirable to connect accessories to the ignition switch to prevent their being accidentally left on—which would discharge the battery—they should be connected through a relay, Fig. 25, to prevent overloading and consequent ignition switch trouble.

FORD PRESSURE TYPE DISTRIBUTORS

1949-51 Ford & Mercury V8, 1948-51 Ford Six, 1950-51 Lincoln—These distributors, Fig. 26, do not have any centrifugal advance mechanism. They are entirely vacuum controlled, the vacuum being taken from two openings in the carburetor. One vacuum opening is at the carburetor venturi and the other is at a point just above the throttle plate. The distributor breaker plate is linked to the diaphragm in the vacuum chamber. As the vacuum in the chamber increases the breaker plate is rotated to advance the spark. Two adjustable springs retard the spark as the vacuum decreases. These springs, Fig. 27, are precision set at the factory with special stroboscopic equipment. This equipment is available for adjustment purposes in the field. Shops having conventional type distributor testing fixtures can include a mercury column to take care of the setting of these springs as the ordinary vacuum gauge will not provide the required accuracy.

In checking the vacuum advance, it should be done at all points of distributor R.P.M. listed in the following table. The springs may then be adjusted to give the amount of vacuum listed for each point.

Taking the Lincoln distributor as an example, set the distributor speed at 500 R.P.M. and apply a vacuum of 0.5". Then turn one spring clockwise until the spark falls within ½ to 1½ degrees advance. With one spring adjusted thus, increase disributor speed to 1000 R.P.M. and apply a vacuum of 2.0". Tighten the second spring until the spark occurs at 5 to 6 degrees advance.

Since the two springs are identical, either spring may be adjusted first. With both springs adjusted, check all points of advance and readjust the spring tension if necessary. The following table gives the specifications for all units:

FORD 1948-51 SIX

Dist. RPM.	Adv. Dist. Deg.	Vacuum, In.
200	0 -	0
500	1¾ - 3	0.4
1000	5½ - 6¾	1.4
1500	8½ - 9¾	2.9
2000	10½ - 11½	4.1

FORD 1949 and Early 1950 V8

Dist. RPM.	Adv. Dist. Deg.	Vacuum, In.
200	0	0
500	1¼ - 2¼	0.4
1000	4¼ - 5¼	1.7
1500	6¼ - 7¼	2.85
2000	7½ - 8½	3.7

FORD Late 1950 and All 1951 V8

Dist. RPM.	Adv. Dist. Deg.	Vacuum, In.
200	0	0
500	0 - 1	0.3
1000	5¼ - 6¼	1.32
1500	8¾ - 10	2.85
2000	10 - 11¼	3.7

LINCOLN 1950-51

Dist. RPM.	Adv. Dist. Deg.	Vacuum, In.
200	0	0
500	½ - 1½	0.5
1000	5 - 6	2.0
2000	9¾ - 10¾	5.8

MERCURY 1949-51

Dist. RPM.	Adv. Dist. Deg.	Vacuum, In.
200	0	0
400	¾ - 1¾	0.28
1200	5¾ - 6¼	2.1
2000	7½ - 8½	3.7

DISTRIBUTOR REMOVAL—Before removing distributors from engines that are timed correctly, be sure to scribe a mark on the distributor housing indicating the position of the rotor. The distributor can then be reinstalled when the rotor is in line with the mark without rotating the engine to obtain the proper timing.

To remove the distributor, remove the cap and disconnect the primary wire and vacuum line. Loosen the distributor lock screw or hold-down bolt and lift the distributor from the engine.

DISTRIBUTOR INSTALLATION—If the timing was correct before the distributor was removed and the instructions given above were followed, merely install the distributor so the scribed mark on the housing is in line with the rotor.

If timing is necessary, however, turn over the engine until No. 1 piston is moving up on its compression stroke and stop when the timing mark on the vibration damper is in line with the pointer on the timing case cover. Install the distributor in the engine with the rotor in the No. 1 firing position. Then time the engine as outlined below.