

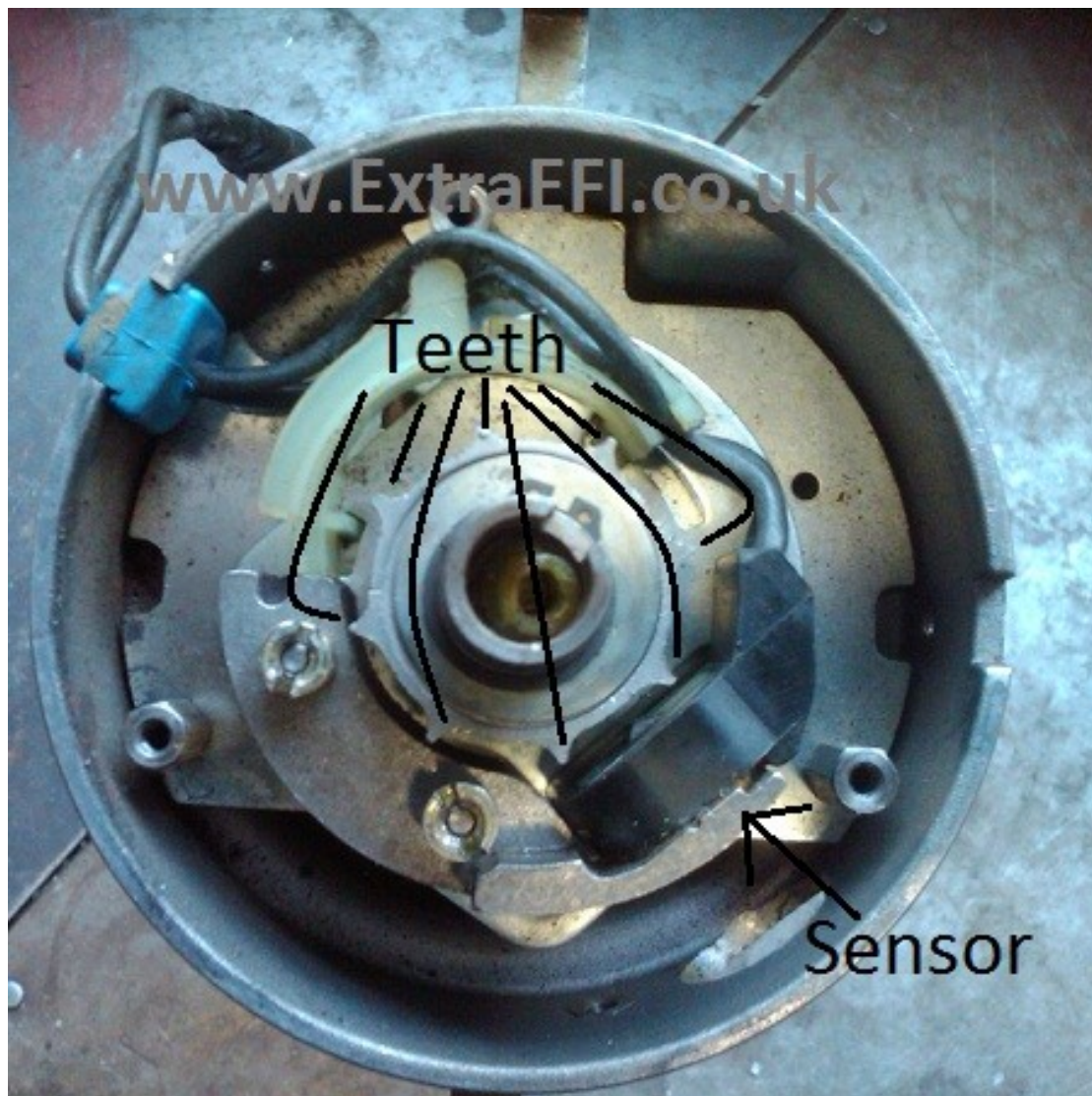


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## Locking up a Distributor

Some distributors are already locked up, (early Bosch systems) so this may not be needed, but many older engines, where the ECU doesn't control ignition, will need locking up for ignition control when its used to trigger the ECU without a crank signal, e.g. a RV8 based setup where no crank wheel is being used.

Here is a RV8 distributor as used on later engines, as it has a VR sensor inside it that triggers an amplifier to fire the coil. This could just as well be points or a hall sensor depending on model, car, etc. You'll notice it has 8 teeth (being a V8).



First we need to remove the vacuum advance mechanism (Not shown here as this was a secondhand one without it on)

Next the 3 bolt heads which the cover plate screwed into need to be removed.

Then we need to remove the circlip that's on the top of the centre shaft and withdraw the following parts.

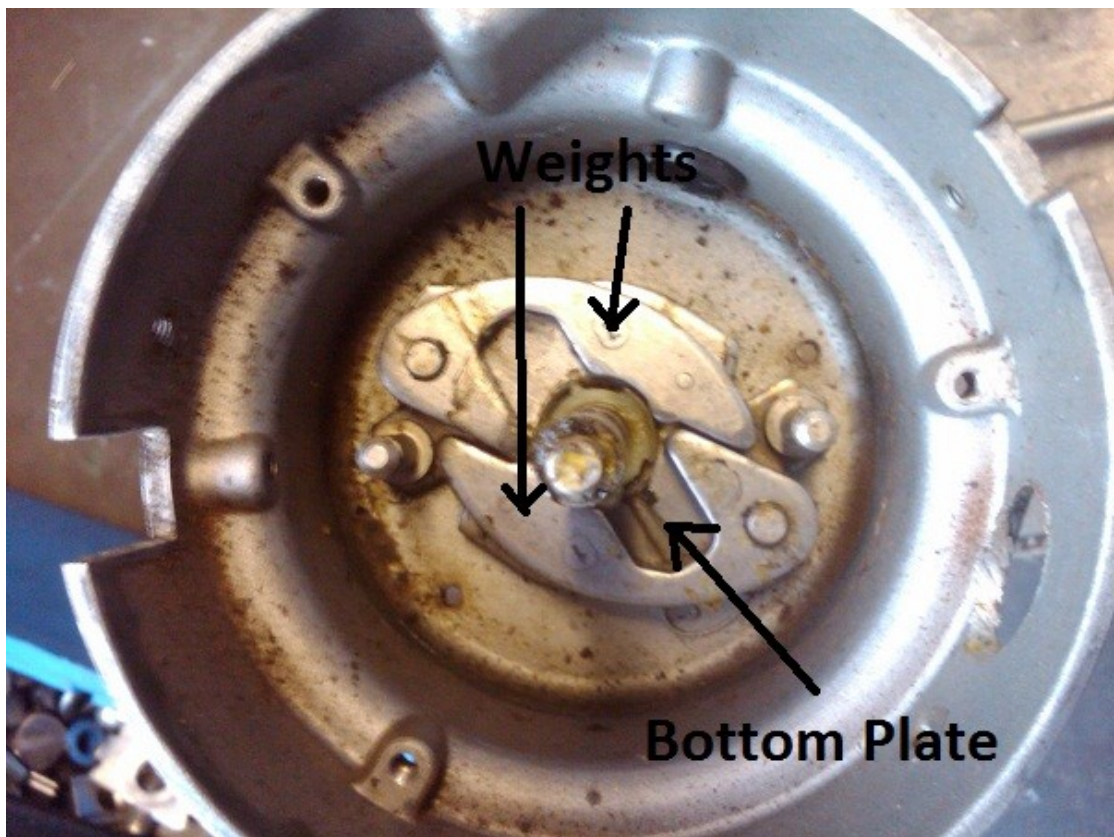
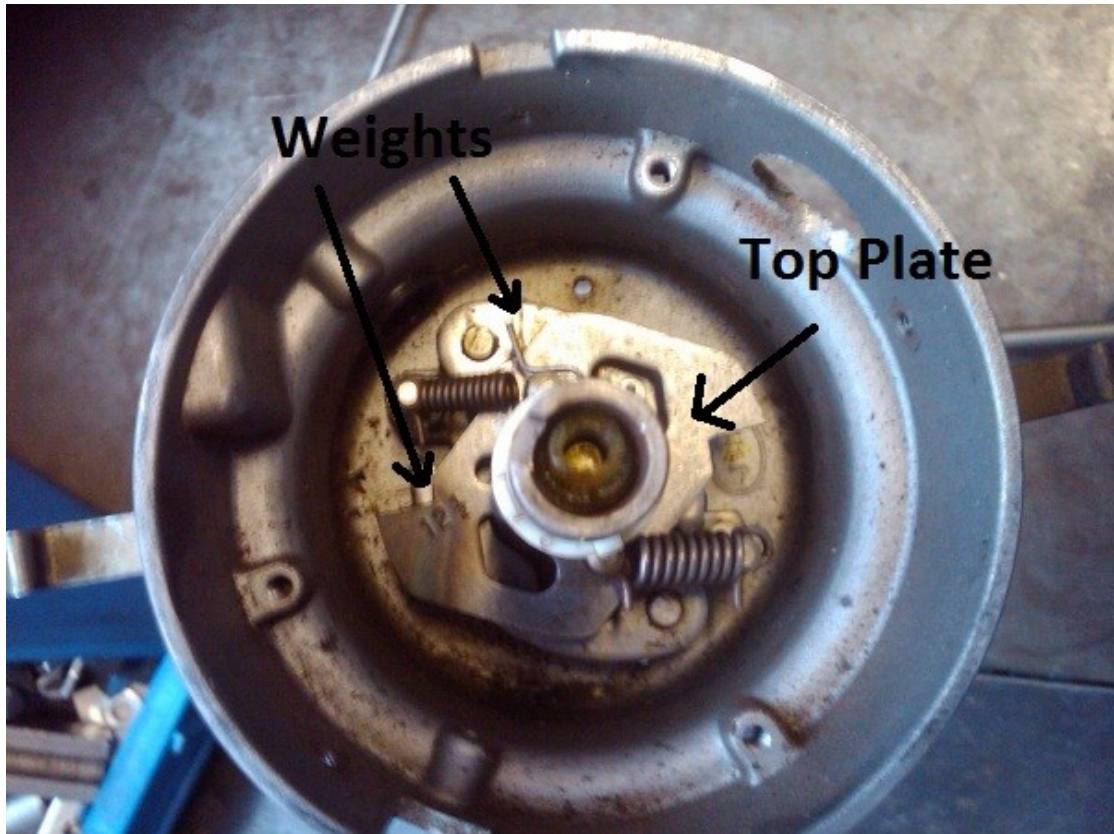
**Note, be careful not to disturb the sensor gap adjustment screws, as this will mean you'll need to set it up again.**



This exposes the weights underneath the sensor plate. These are sprung loaded so that the centrifugal forces applied to them as the shaft rotates allow them to move outwards. This turns the shaft a few degrees which is connected to the toothed wheel, therefore altering the timing.

The weights can either be removed or left in place, but the movement must be locked up either with a blob of weld or a screw going through the top and bottom plates.

Reassemble the distributor and ensure it rotates freely.



The sensor plate was moved with the vacuum advance, this needs to be locked up too. Simply drill a hole through the sensor plate and screw the plate to the plate below it, or weld it up so it can't move around.

Next see the Distributor setup PDF file.

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