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You can change points everyday & it will not fix bad bushings. If you are having trouble w/ points failure, check the shaft. If you detect movement, chances are it needs new bushings.

The next trick to points lasting a long, long time is annual maintenance. (tip # 40) No matter how well it's running, pull the distributor check the gap & put a dab of points lube on the cam. Not bearing grease or Vaseline; use the correct lube.

Quality parts are critical to longevity. Having learned the hard way, I most always use Blue Streak brand points. They are made by Standard parts & available at many auto parts stores. (frontmount points also fit a 48 Ford as I recall) Beware of sticker shock: \$16-18 a set. My next choices are Wells or Echlin. Look for a brown rubbing block. Unfortunately, many folks have experienced problems w/ points made by Tisco, Sparex, A&I Products and any TSC ignition parts..

Correct points installation & gap is also important. Make sure the blade is at a perfect right angle to the points & you want to feel just the slightest bit of drag when you pull the blade through the points. Make sure the blade is clean & that you dress the new

points by running some card stock or a piece of brown paper bag through them. Gap is .015 on the frontmount on all four lobes of the cam. Make sure the points align correctly.

Even as tight as I am, I always change the condenser when I change the points.....and then I toss the condenser in the "used" parts box. A bad condenser is rare; you can tell if the points are pitted/burned w/ metal transfer.

Good hold-down screws are important. (tip # 37) If the heads are wallowed out, what do you think the threads look like? You can use machine screws as temporary replacements, but you should use the OEM Fillister head screws. The larger head is there for a reason. If you do use standard machine screws, make sure they aren't too long & interfere w/ the advance weights. Always use star washers under the screws.

When I was 16 years old making \$1.25 an hour & a set of points cost \$1, I filed points. I must have been good at it because I recall it was almost a weekly exercise. If you ever file a set of points, you will remove the metallic coating on them & reduce the life span considerably. Unless you plan to keep on filing them, plan on replacing them pretty soon!

It does not matter if it's 6 volt or 12 volt, you must use the OEM ballast resistor on a frontmount. Too much current to the points will burn them up in short order (leave the key on with the points closed & you will experience this "learning point" in about 3 minutes, tip # 38) For a 12v conversion on a frontmount, you probably need another resistor in the circuit as well but unless you measure the coil resistance, you will not know for sure.

Timing is important to engine performance. Make sure you set the point gap before you set the timing. Get a meter or test light, a 21/64" drill bit & a metal straight edge. Put the distributor face down w/ the condenser on the left & the timing plate lock screw on the bottom. Look at the end of the shaft: it has a narrow side & a wide side. Make sure you can tell the difference. Now, place the drill bit in the bottom mounting hole. (this will be your reference point for measuring) . Next, place a straight edge on the wide side of the tang on shaft as shown in fig. FO83 in the I&T FO4 manual. Rotate the shaft CCW (as viewed from rotor side OR CW as viewed from back/tang side) until the straight edge is 1/4" beyond the outside edge of the drill bit you stuck in the distributor mounting hole. At this distance, the distributor points should start to open. (get your meter/light out now & check) If not, loosen the timing plate lock screw and turn to advance or retard the timing. (move the plate down to advance timing, up to retard) Remember, each one of those little hash marks represents about 4\* of timing. Keep adjusting until you get the proper 1/4" setting. (if the plate won't move, you might need to remove the big C clip to loosen it a bit) As you're adjusting, eliminate backlash by turning the shaft backwards (CW as viewed from the front) and bring the shaft forwards (CCW as viewed from the front) to measure your setting. This 1/4" setting will

get you static timing at top dead center.

After you set the points & timing, do a continuity check before you put the distributor back on the tractor. Before you start, make sure your meter/light works (don't ask...)

With the distributor still off the tractor, follow these steps:

1. Coil off, cap off, points open. One probe on the brass screw & the other on both sides of the open points. On the side closest to the cam, you should have continuity. Not on the other side! If you do, you will also have continuity everywhere because the points are grounded.
2. Coil off, cap off, points open. One probe on the brass screw & the other anywhere on the body of the distributor. You should have no continuity! Now, rotate the tang on the distributor....as the points open & close, you have continuity (closed) and lose it when they open.
3. Put the coil on the distributor, cap off, points open. One probe on the lead on the top of the coil, the other on the cam side of the open points. You should have continuity!
4. Coil on, cap off, points open. One probe on the lead on the top of the coil, the other anywhere on the body of the distributor. You should have no continuity!

Look at the slot on the end of the cam shaft. What ever angle it happens to be, turn the distributor tang to match it. Make sure you can tell the wide side from the narrow side on both the cam & distributor! (close counts)

Then place the distributor on the front of the engine, gently push it in place & slowly turn the distributor body until you feel the tang slip into the slot. Rotate the distributor body until the bolt holes line up. Then, hand tighten the two bolts until the distributor body is flush w/ the timing gear cover.

Hopefully between this info & what JMOR said, you will be able to set the points & timing. If not, post back w/ any other questions.

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