

F. Removal and Installation of Distributor with Bearing

Repair procedure — see Job No. 15 — 23.

Removal:

1. Disconnect the vacuum line at the distributor, remove the distributor cap and disconnect the ground lead (1) at the condenser (Fig. 01—4/23).

Note: No ground leads were installed in the first engines.

If the engine is installed, disconnect the control cable at the timing lever clamping chuck and unscrew the low tension lead (2) at the distributor (Fig. 01—4/23).

Note: The ignition adjustment control cable has now been superseded.

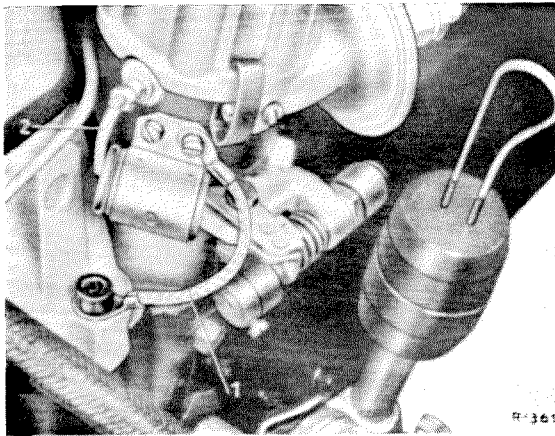


Fig. 01—4/23

1 Ground lead 2 Low tension lead

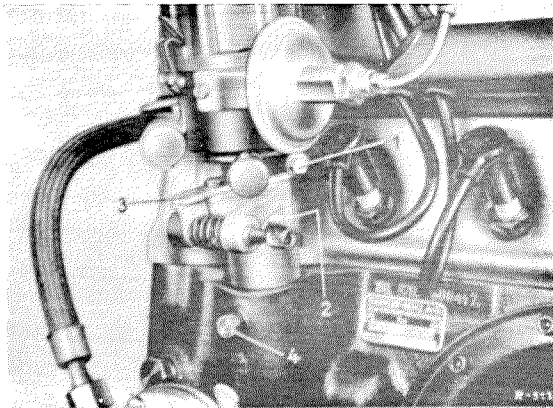


Fig. 01—4/23a

- 1 Hexagon socket screw
- 2 Trunnion screw
- 3 Distributor bearing with timing lever
- 4 Hexagon screw M 8 × 15 DIN 561-5 S for distributor bearing without fixing lug
Hexagon screw M 8 × 10 DIN 933-8 G for distributor bearing with fixing lug

Screw (4) is now no longer fitted.

2. Loosen screw (1) which holds in position the timing lever and the distributor trunnion screw (2) and pull out the distributor (Fig. 01—4/23a).
3. Unscrew the hexagon socket screw (1) and pull out the distributor bearing (Fig. 01—4/23b). Up to Engine No. 65 000 97 a distributor bearing with no fixing lug was installed. Up to this engine number the distributor bearing was fastened by the screw (4) (Fig. 01—4/23a).

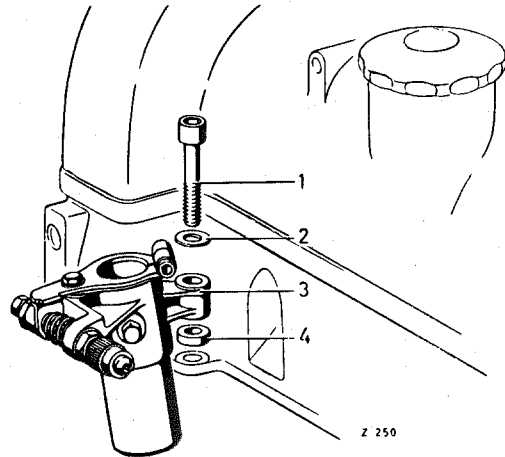


Fig. 01—4/23b

- 1 Hexagon socket screw M 8 × 45 DIN 912-8 G
- 2 Washer 8.4 DIN 125
- 3 Distributor bearing complete with fixing lug, Part No. 121 150 00 07
- 4 Spacer ring, Part No. 121 158 00 51

Installation:

4. Fit the distributor bearing and by means of hexagon socket screw (1) fasten the bearing on the cylinder head (Fig. 01—4/23b). Do not omit the spacer ring (4) between the fixing lug and the cylinder head!

Note: When replacing the distributor bearing with no fixing lug, it is only necessary to install a bearing with fixing lug together with the individual parts illustrated in Fig. 01—4/23b. In addition, distributor bearing hexagon fixing screw M 8 × 15 DIN 561—5 S should be replaced by Hexagon Screw M 8 × 10 DIN 933—8 G (Position 4 in Fig. 01—4/23a).

If a distributor bearing with no fixing lug is reinstalled, fasten it with screw (4) (Fig. 01—4/23a).

5. Fit the distributor bearing and secure it with trunnion screw (2) (Fig. 01—4/23a).

6. Set the ignition. To do this, turn the crankshaft at the front by means of the hexagon shoulder screw, using Socket with Ratchet SW 22, in the direction of rotation of the engine until the first piston is at compression stroke and the timing pointer is at $8^{\circ} \pm 1$ before TDC on the counterweight graduation scale (Fig. 01—4/24).

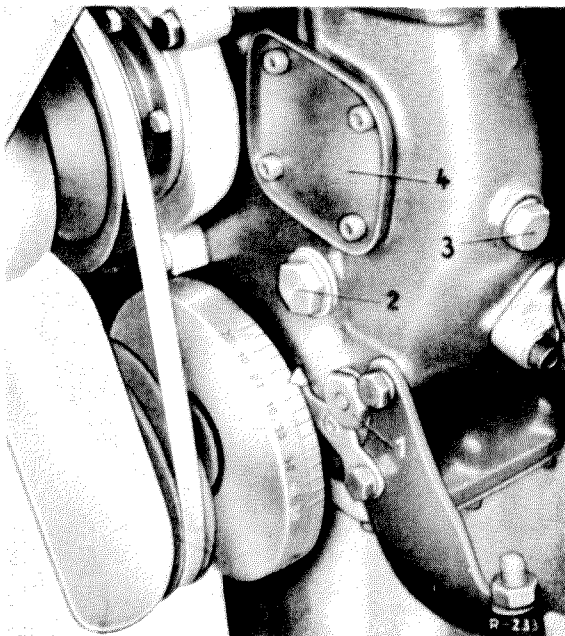


Fig. 01—4/24

- 1 Screw plug with pivot pin for chain guide
- 2 Screw plug for oil relief valve
- 3 Lock screw for chain drive
- 4 Cover plate

7. Press the timing lever on the distributor bearing hard over to the advance stop and clamp it in this position with a clamp (Fig. 01—4/25).

8. Unscrew the chain drive lock screw (3) and the cover plate (4) at the crankcase (Fig. 01—4/24). Then turn the idling gear (click it over the chain) until the rotor arm points to the contact for the first cylinder or to the timing marks on the distributor housing (Fig. 01—4/25). Now turn the distributor head so that the breaker contact at $8^{\circ} \pm 1$ before TDC just lifts from the contact holder.

Note: Whilst turning the idling gear, slacken the chain. To do this depress the tension sprocket bearing.

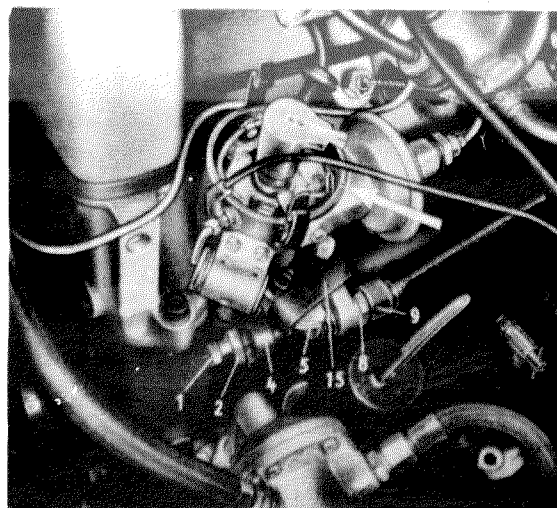


Fig. 01—4/25

- 1 Hexagon nut
- 2 Clamping chuck
- 4 Damper rubber
- 5 Timing lever
- 8 Hexagon nut
- 9 Adjusting screw
- 15 Retaining clamp

9. Tighten the screw (1) at the distributor bearing (Fig. 01—4/23a), screw in the lock screw with sealing ring (3) again and screw the cover plate, together with gasket (4), back on the crankcase (Fig. 01—4/24).

10. Connect the ground lead (1) to the distributor, using the right condenser screw (see Fig. 01—4/23).

Note: If ignition failure occurs because of faulty ground connection between the distributor and the engine block, the ground lead can be subsequently installed. When installing, care must be taken to ensure that the cable tag makes perfect contact with the cylinder head along its whole surface.

11. Reconnect the vacuum line at the distributor and fit the distributor cap.

If the engine is installed, connect to the distributor the low tension cable (2) which runs from the ignition coil to the distributor (see Fig. 01—4/23) and connect the ignition adjustment control cable (see Job No. 01—3, Section E).

Note: Recently the ignition adjustment control cable has been superseded.

12. Finally, the ignition setting must be checked and corrected, either with the aid of a timing light or a flash stroboscope (see Job No. 01—3, Section E).