

IGNITION

IGNITION NOTE: Complete Ignition Unit No. 40-12127-B or 68-12127 (part production). Mounted on front of gear case. Driven through tongue-and-slot coupling from camshaft.

NOTE—These ignition units interchangeable as a unit although specifications are not identical (see data below). Parts are not interchangeable. May be identified by round top coil (40-12127-B), flat type coil (68-12127) and by part No. 68-12118 stamped on inner face of terminal plate on 68-12127 units.

Ignition Switch:—Oakes Hershey type co-incidental ignition switch and steering post lock.

COIL: Ford No. 18-12024-A (40-12127-B Distr.), 68-12024 (68-12127). Mounted on top of distributor as part of ignition unit. **NOTE**—Coils not interchangeable.

Ignition Current—2.8 amperes idling, 4 stopped.

Ignition Resistance—Part No. 40-12250 mounted on fuse block and connected in coil primary circuit.

CONDENSER: Ford Part No. 18-12300-B (All Distr.). Capacity—.33-.36 microfarad.

DISTRIBUTOR: Ford 40-12127-B. Double breaker, 8 lobe cam, full automatic advance type with Vacuum Brake Control (see Ignition Setting for adjustment). Same design as used previously on Ford V-8 with one set of contacts used to load coil (this set closes first and opens first) and one set for ignition timing.

Breaker Gap—.012-.014" (both sets). Adjusted by loosening lock screw on stationary contact bracket and turning contact stud (accessible through hole in housing after removing rubber plug).

NOTE—Use .012-.014" two-step feeler labeled 'Breaker V-8' in BV-45 Ford Feeler Gauge Sets as 'Go' and 'No-go' gauges in setting gap.

Cam Angles—Closed 35-37½°. Open 7½-10°—for both sets operating together with correct coil-load-ign lead.

Breaker Arm Spring Tension—22-27 ounces.

