

Ignition—Carburetion—Electrical

Automatic Advance (High Vacuum—Vacuum Brake Inoperative)			
Distributor		Engine	
Degrees	R.P.M.	Degrees	R.P.M.
Start	200	0.....	400
2	325	4.....	650
3	425	6.....	850
5	825	10.....	1650
8	1500	16.....	3000

Vacuum Brake—Consists of an adjustable spring-loaded plunger in vacuum cylinder on side of distributor housing. Braking action of plunger on edge of advance weight plate governed by manifold vacuum. See Ignition Timing for setting.

NOTE—Distributor shaft and governor weight assemblies with above advance characteristics identified by figure '40-B' stamped on the rear end of shaft beside coupling tongue and on outside rim of advance weight (this mark may be seen by removing vacuum brake piston).

DISTRIBUTOR: Ford 68-12127. Same design as 48-12127B except for breaker plate design (new type breaker arm and contact mounting). See diagram.

Breaker Gap—.014-.016" (both sets). Adjust by loosening lock screw and turning eccentric adjusting screw on stationary contact mounting plate accessible through terminal plate opening after plates removed).

NOTE—New two-step feeler blade marked '.014-.016"' can be added to BV-45 feeler gauge set for use in setting these contact gaps.

Cam Angles—Closed 35-37½°. Open 7½-10°. Same as previous type distributor due to new breaker arm design.

Breaker Arm Spring Tension—20-24 ounces.

Automatic Advance (High Vacuum—Vacuum Brake Inoperative)			
Distributor		Engine	
Degrees	R.P.M.	Degrees	R.P.M.
Start	200	0.....	400
2	300	4.....	600
3	375	6.....	750
5	600	10.....	1200
8	950	16.....	1900

Distributor Removal:—At front of engine. To remove, disconnect vacuum line and take out 3 capscrews in mounting flange.

NOTE—On first cars in 1935, the single bolt hole on the right hand end of the mounting flange was drilled smaller than formerly. The smaller hole would not fit the locating pin of the regular timing fixture and has since been returned to its former size. The small hole on these distributors can be drilled out to .323" to take the timing fixture locating plug and new type mounting bolts, Part No. 48-12148 used. All distributors now fitted with these new type bolts with a .312-.318" locating shoulder under the head.

IGNITION TIMING

IGNITION TIMING:— Flywheel Degrees Piston Pos'n
All Engines 4° BTDC0058" BTDC

NOTE—See Vacuum Brake Setting section below.

To Set Timing—No flywheel marks provided. Timing designed to be set with piston on top dead center. With #1 piston on top dead center entering power stroke, loosen timing adjusting screw on left side of ignition unit, place screw in retard position

at lower end of slot, move screw upward in slot until contacts begin to open. Note graduation of scale on plate under screw head in line with reference mark on housing, move screw up one additional graduation, tighten screw. This will give correct 4° BTDC setting.

NOTE—Top dead center position of Piston #1 can be determined by inserting gauge rod in cylinder or by measuring distance to tops of pistons #2 and 3 which should be equal.

Vacuum Brake Setting:—Vacuum Brake should be adjusted for best performance with particular fuel or operating conditions. To adjust, loosen locknut, back off adjusting screw until engine 'pings' under load, turn up adjusting screw just enough to eliminate ping, tighten locknut.

CARBURETOR

CARBURETION:—Carburetor—Stromberg Model EE-1, 1" dual, downdraft type. Various type used as follows:

Ford Part No.	Service
67-9510-A.....	Standard Equipment.
SE-67-9510.....	Service option on all models.
67-9510-B.....	Altitudes of 5000-10000 ft.
67-9510-C.....	Altitudes of 10000-15000 ft.
67-9510-D.....	Altitudes above 15000 ft.

NOTE—These carburetors same except for jet calibration (see 67-9510-A Note below) and adjusted in same manner.

See article in Carburetor Section for complete data and Jet Calibration data on all models.

67-9510-A Carburetor—This model used in part production is equipped with a .97" venturi and slightly smaller main metering jet which gives better fuel economy. This model may be identified by figure '97' cast on body under connector link. Type SE-67-9510 has 13/16" venturi and smaller main metering jet (see Stromberg Jet Specifications in Carburetion Section). Both types have accelerating pump adjustment.

NOTE—Do not adjust carburetor until engine is warmed up and idling at hot or slow idling speed with choke valve wide open.

Idle Adjustment—Manufacturer recommends use of vacuum gauge and adjustment of idling screws for highest vacuum reading. If vacuum gauge not used, adjust throttle stopscrew for 5-7 M.P.H. idling speed, turn each idle adjusting screw in until engine begins to miss, out until engine begins to roll, finally turn screw in slowly until engine fires smoothly. Readjust throttle stopscrew for idling speed.

Accelerating Pump Setting (67-9510A, SE-67-9510 only)—Two studs provided on throttle lever for pump link connection and marked as follows:

S—3/16" shorter pump stroke for summer operat'n.
W—Normal for winter or improved performance.

CARB. EQUIPMENT

Fast Idle:—Integral with carburetor. Operative with choke valve closed. No adjustment required.

Air Cleaner:—AC. #1525501 oil-wetted type std., Heavy duty oil-bath type optional.

Fuel Pump:—AC. Type R #1521764 Diaphragm type. For complete data, refer to Carburetion Equip. Index.

Gasoline Gauge: (1934-35) King-Seeley Telegauge. Hydrostatic type gauge. **NOTE**—This gauge used also on 1936 truck models.