

Canada's Capital A's Tip Sheet
Adjusting The Distributor And Carburetor

DISTRIBUTOR

- Both levers up – the near edge of the distributor plate arm should be touching the edge of the distributor cap slot.
- Ensure that the point gap is .020" (.018 to .022) when on the high part of the lobe.
- Remove timing pin from front cover and reverse insert it in the hole.
- Crank engine until rotor points approximately toward #1 cap electrode (in direction of the right front fender) and the timing pin finds the dimple in the timing gear (tip - use a short pencil to better define the dimple is centred on the hole).
- Alternate method to find timing mark: Set transmission in 3rd gear, brake off. Push car so that the timing pin finds the dimple in the timing gear.
- Loosen the rotor, rotate it CCW until the points are open, slowly rotate it CW until the points just close, lock it there. Using the screwdriver, check the rotational play of the distributor shaft, the points should just start to open as the cam starts its CCW movement.
- Now the timing is set – **reinstall the timing pin!**

Use a good cam grease at the point rubbing block (tip – use disc brake lube since it is high temp silicone, it will not run off and will make the fibre rubbing block last a long time and the point gap will not change significantly).

CARBURETOR

- Run engine to warm up
- Both levers up (retard position)
- GAV (Gas Adjusting Valve) open 3/4 to 1 turn
- Air mixture screw (brass or cad plated screw) open about 1 turn from seat
- Start engine and turn engine idle screw to reduce idle as slow as possible.
- Slowly turn air screw in until the engine starts to die, then back out slightly and quickly to keep it going.
- Turn the air screw out until the engine starts to slow then turn it back in to the point of faster idle.
- Turn the GAV toward the close until it is about 1/4 turn out and readjust the idle screw for slower idle. (the operating point may be different for some carbs)
- Turn the air screw in and then out slowly to determine where the in and out stall points are and set it in the middle. This should take very little rotation of the screw.
- You should be able to get a very slow idle without stalling – pucka-pucka-pucka sound.
- Readjust the idle to run a little faster so it won't stall when braking.

The final test for all of the above:

- with spark lever up, open throttle quickly – the engine will hesitate (sounds like it is starving) before it accelerates.
- with spark lever at 9 o'clock position, open throttle quickly - the engine should accelerate immediately.

SPARK LEVER STARTING POSITION = ALL THE WAY UP

GAV ADJUSTMENT TO START = OPEN 1 TURN

NORMAL SPARK LEVER DRIVING POSITION = 9 O'CLOCK

GAS LEVER STARTING = 2-3 NOTCHES DOWN

GAV SET TO RUN = OPEN ABOUT 1/4 TURN

GAS LEVER DRIVING = ALL THE WAY UP

With all of the above adjustments, the engine should idle very smoothly and accelerate well on the road. If there is vertical play in the throttle shaft it will allow air to be sucked in resulting in a rough, "loping" idle.

If the car stalls on hard braking, the carb float is set too high and requires an additional thin gasket under the needle assembly to make the float close lower.