

## Refitting the V12 distributor.

This is for those that removed it and forgot to mark where it was.

For the sake of the paper, I am going to assume you did NOT place the engine on 10deg BTDC prior to any of the removal.

Those that operate way outside the square as I do, may want to follow this suggestion.

Obtain a Bottle of your favourite Nectar (JD is mine), and a long length of plastic tube (about 2mm ID). Insert one end of the tube into said bottle and secure firmly. Place the other end between your teeth, and SUCK. I sometimes secure the tube to my cheek with some tape, as it leaves both hands free, and reduces spillage should the tube fall out.

- 1) Rotate the engine by **HAND**, until the timing mark under the timing cover lines up with 10deg BTDC.

**This must be on the compression stroke of cylinder 1A. If you pass the timing mark when doing this, DO NOT cheat, and rotate this engine backwards, do it right and go around 2 more rotations and PAY ATTENTION this time, or you will do it ALL again until you get it right.**

**The distributor rotates in an anti-clockwise direction. This is handy for working out “advance” and “retard” movement you will be making.**

- 2) Slide the distributor into its hole, noting the rotation direction of the rotor as it slides partly in. Based on that, some juggling of the “start” position may be needed so that when it is all the way home, the rotor is pointing at **Cylinder 1B approx**. This also coincides with the **1A** spark plug terminal in the cap. The distributor **WILL NOT** drop all the way down, as the 3 Socket Cap screws will rise up and hit the upper section, so carefully “start: the threads of each screw, and wind them down a little at a time, and you will note the distributor slowly dropping all the way home. If the rotor is now pointing somewhere close to the 1B spark plug, you have done well. If its way out, then undo those 3 screws, and lift the distributor up so the centre shaft can be rotated a small amount (1 tooth) and then lower it again, screwing those screws in as you go, and see if you got it right this time.
- 3) Please ensure that the adjuster cam screw at the front of the distributor is loosened, and set in the almost “full retard” position. Ensure the “point” on the HE star wheel, or the Ferrite rod on the PreHE plastic wheel, is adjacent to the reluctor point. Rotate the distributor casing as needed to achieve the reluctor “point” setting, then lock the 3 socket cap screws down in the same sequence used to remove them.
- 4) The engine is now “basically” timed at 10deg BTDC, and will be soooo close to what is needed, and you will have about 7+deg of advance available in that cam screw once it is warmed up.

Further fine tuning of the timing of the V12 is in my paper “ HE Tune up”, which is also freely available.

No snaps, as I don't have access to a V12 at the moment, but if that changes, snaps will be taken.