

MAINTENANCE INSTRUCTIONS FOR LUCAS DISTRIBUTORS TYPE DJ.

LUBRICATION.

The following parts of the distributor require lubrication:—

1. Distributor Shaft.

Add a few drops of thin machine oil through oiler provided about every 1,000 miles. When a greaser is fitted, give the cap one turn about every 500 miles. Refill when empty with good quality high melting point grease.

2. Cam.

About every 3,000 miles, give the cam a smear of Mobilgrease No. 2.

3. Cam Bearing.

About every 3,000 miles, withdraw the moulded rotating arm from the top of the spindle by pulling it off, and add a few drops of thin machine oil. Do not remove the screw exposed to view, as there is a clearance between the screw and the inner face of the spindle through which the oil passes to lubricate the cam bearing. Take care to refit the arm correctly and to push it on to the shaft as far as possible, otherwise there is a risk of tracking and burning of the moulding.

4. Automatic Timing Control.

When automatic timing control is fitted, the moving parts must be lubricated with a good grade thin engine oil about every 2,500 miles. To render the control accessible, remove the distributor moulding and lift off the rotating distributor arm, then remove the contact breaker base moulding by withdrawing its two securing screws. Take care to refit base moulding in its original position.

5. Contact Breaker Pivot.

Every 5,000 miles, place a spot of oil on the pivot on which the contact breaker arm works.

6. Distributor Gears.

When distributors are mounted on the dynamo and are driven from the dynamo shaft, the gears are packed with grease during assembly and should not need attention for a considerable time. Periodically, say, when the engine is being decarbonised, move aside the flap on the gear housing and if the gears are dry, add a little high melting-point grease, such as No. 62 "Gredag" (E. G. Acheson Ltd.), the grease originally put in the gears at the works. Care must be taken not to add excess of grease, otherwise it may work its way into the dynamo or distributor.

Cleaning.

Keep the outside of the distributor clean, particularly the spaces between the high tension terminals. Very occasionally, remove the moulding by springing aside its two securing spring clips. Wipe the inside clean with a dry cloth, clean the metal electrodes inside the moulding and also the rotating electrode on the distributor arm; if necessary, use a cloth, moistened with a drop of petrol for this.

Next, examine the contact breaker; you must keep the contacts free from any grease or oil. If they are burned or blackened, clean them with fine carborundum stone, or if this is not available, you can use very fine emery cloth. Finish off with a cloth moistened with petrol, and remove

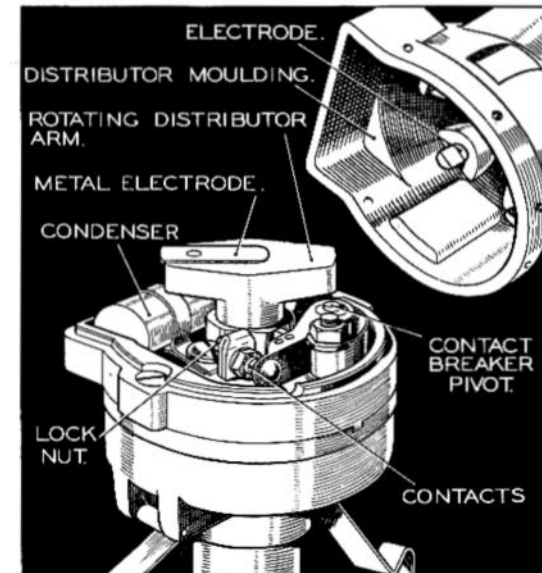
all traces of dirt and metal dust. Misfiring is sometimes caused by dirty contacts.

Checking and Adjusting the Contacts.

The contacts require only occasional adjustment. The chief cause of variation in the gap is wear of the heel of the contact breaker arm which bears upon the actuating cam. Provided you keep the cam smeared with lubricant, however (see lubrication instructions), the wear on the heel will be negligible and the contact gap setting should only require adjustment at infrequent intervals.

To check the setting, turn the engine by hand until the contacts

are fully opened. Now insert the gauge provided on the ignition spanner between the contacts. The gauge has a thickness of about 15 thousandths of an inch and it should be a sliding fit between the contacts when the gap is correct. We do not advise you to alter the setting unless there is quite an appreciable variation from the gauge. To make the adjustment keep the engine in the position to give maximum opening of the contacts and slacken the locking nut on the stationary contact screw and rotate it by its hexagon head until the gap is set to the thickness of the gauge. After making the adjustment, care must be taken to tighten the locking nut.



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