

Ben's Distributor Replacement Instructions

The first task is to adjust the points on the replacement distributor to .020. The next step is to set the engine on the timing mark. It is best to do this before the existing distributor is removed as it will aid in approximately locating the timing mark. Remove the fuse from the top of the starter and rotate the engine with the crank until the rotor is pointing to the right side of the engine (the six o'clock position facing you). Remove the timing locator pin from the front of the engine with a half inch wrench. Shine a flashlight into the where the timing pin was removed and with an inspection mirror look in while rotating the engine slightly more until the red marker comes up in the window dead center. The engine is now sitting on the timing mark. Reinstall the timing locator pin and remove the crank.

Remove the existing distributor by disconnecting the spark plug wires and the timing advance rod. Lift off the two-piece top section of the distributor and set it aside, it will be used on the replacement distributor. Using a screwdriver and a 9\16" box wrench, back off the locking pin and the lock nut on the side of the engine. The distributor can now be pulled straight up and out of the engine. Unscrew the pop-out cable from the distributor by hand and set the distributor aside.

Screw the pop-out cable into the replacement distributor by hand and place it into the hole in the engine where the existing distributor was removed. Line the distributor up so that the back side of the condenser is facing the right side of the engine (directly at you). Using a distributor cam wrench rotate the cam clockwise while pushing down on the distributor until the distributor shaft drops into the mating shaft inside the engine. Make sure the locating pin on the bottom backside of the distributor drops into the locating hole on the top of the engine. Tighten the locking pin and lock nut on the side of the engine. Reinstall the timing advance rod and put the timing handle on the steering column all the way up to the full retarded position.

The new distributor is now ready to be timed. Hold the cam with the cam wrench and with a screwdriver loosen the cam screw on top of the distributor cam. Using the cam wrench rotate the cam counter clockwise until the handle of the wrench is pointing to the three o'clock position. The ignition points should be visibly open just in front of the cam wrench. Ever so careful, slowly rotate the came clockwise until the points just close. Tighten the cam screw while carefully holding the wrench in position.

The new distributor is now timed to the engine. Replace the top of the distributor that was previously removed and connect up the spark plug wires. Replace the fuse on the top of the starter. The car is now ready to drive.

If the existing distributor was removed before the approximation of the timing was determined, the timing mark will have to be located by inserting the timing pin in backwards and pressing on it while rotating the engine with the crank until the timing pin drops into the dimple in the timing gear that has the red marker in it.

The spare distributor in the storage compartment under the rear floorboard was previously run on the car and road tested, so it is not neassry to re-set the ignition points or the timing. It can be installed on the car as is.

Ben's Changing a Tire Instructions

There will come a time when there will be a flat tire on the 1930 Tudor. That is the reason there is a spare tire mounted on the rear of the car. Changing the tire must be done safely. The first effort is to park the car in a place that is safe from traffic and on a relatively flat surface. Pull the hand brake up and put the transmission in reverse. Block a wheel with the chock. Remove the spare from the mount with the lug wrench. Place the jack under the axle where the flat tire is located. Before jacking the car up, loosen the five lug nuts on the wheel. Jack the car up just enough to be able to remove the wheel and replace it with the spare. Make the switch as quickly as possible so as not to have the car sitting on the jack with a wheel off. Do not get any part of your body under the car while it is on the jack without a wheel in place on the car. Replace the five lug nuts and tighten them sufficiently. Take the car down off the jack and re-tighten the five lug nuts. Put the flat tire on the spare mount. When you get home tighten the five lug nuts with a torque wrench set at 55 ft. lbs. Repair the flat tire as soon as possible so as to have a ready spare available next time you go out on the road.

Ben's Carburetor Replacement Instructions

There may come a time when you find it necessary to replace the carburetor with the spare that is in the storage compartment under the rear floorboard. The first task is to remove the existing carburetor. Make sure the gas is turned off under the dash before beginning. Remove the throttle linkage from the carburetor. Using a half inch wrench unscrew the fuel line fitting from the carburetor. Loosen the other end of the fuel line at the firewall and pull the fuel line slightly away from the carburetor. Using the half inch wrench remove the two bolts that mount the carburetor to the intake manifold. The carburetor is now free to be removed. Dump the fuel out of it and temporarily set it aside upside down and allow it to thoroughly drain.

Install the replacement carburetor onto the intake manifold using the two mounting bolts. Make certain the flange gasket is properly in place between the carburetor and the manifold. Tighten the bolts evenly, do not overtighten. Put four wraps of white nylon tape around the ferule on the end of the fuel line. Put it only around the ferule, not around the threads of the fitting. Make sure there is no tape over the end of the fuel line. This will prevent a fuel leak. Tighten both ends of the fuel line, do not overtighten. Replace the throttle linkage.

Place the removed carburetor in the storage compartment, be certain that the carburetor is fully drained of fuel. Turn the fuel back on and start the engine up and inspect for fuel leaks at both ends of the fuel line and the carburetor itself. It may be necessary to adjust the fuel mixture screw and the idle screw on the carburetor. Re-adjust the GAV control under the dash for desired driving condition.

The spare carburetor was previously run on the car and road tested, so it may not be necessary to make any adjustments to it.