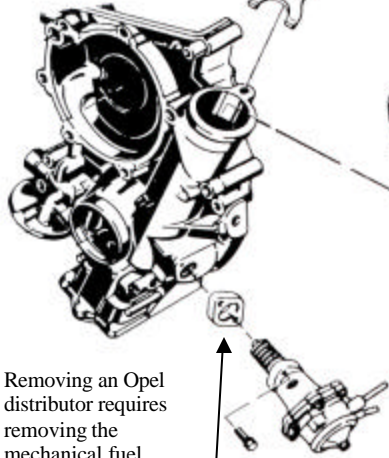


Opel Distributor Installation & Adjustment

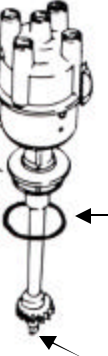
Once the engine timing marks are confirmed to be properly aligned, then the distributor rotor should be located where it is pointing at the mark on its housing for the firing position for the #1 cylinder.

Loosen the 13mm bolt on the distributor clamp, to adjust or remove distributor.

Distributor Gasket, is installed dry (with No sealer)



Removing an Opel distributor requires removing the mechanical fuel pump first. Always reinstall with the required fuel pump spacer gasket.

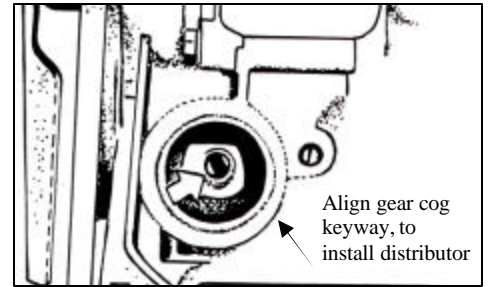
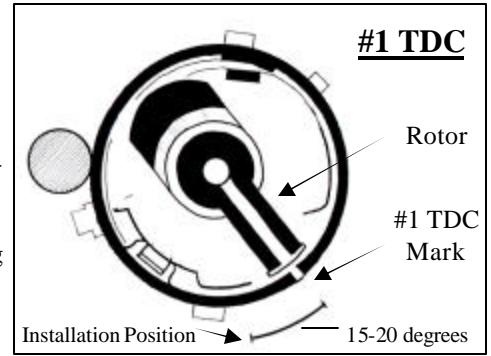


Distributor keyway end, must slide into gear cog for distributor to fully seat in mount hole.

If the distributor is misaligned so much that the rotor points to a firing position for another cylinder, or so that the vacuum canister is turned close to the engine, then the distributor should be removed (which requires removing the mechanical fuel pump first), then reinstalled correctly (with its thin gasket also set in place).

To install the Opel 1.9 distributor so that the rotor lines up with the #1 TDC mark, you need to reach into the distributor mounting area with a long flat-blade screwdriver, to rotate the oil pump gear cog to a position approximately 15 to 20 degrees clockwise of the #1 TDC mark, or to the position the dist. shaft requires.

In most cases, this is a position that would be about 4:30 on a 12-hour clock (when looking straight from the fender). When you set the distributor in place, the rotor will move counter-clockwise that 15 to 20 degrees (because of action of the angled drive gear teeth on the distributor shaft). After installing the distributor correctly, then apply sealer to pump spacer and re-install fuel pump.



Align gear cog keyway, to install distributor

Opel 1.9 Distributor Notes

1968-1969 type: Features separate vacuum canisters for ignition advance and retard, which sit on engine side of housing. Also has unique round-hole condenser and a unique 1968-69 only distributor cap (has indentation on lower inside ring of cap).

1970-1972 type: Features combined vacuum canister for both advance and retard functions. Has a round hole in casing for condenser wire. Breaker plates & vacuum canister are non-interchangeable with 1973-74 type condensers and housings.

1973-1974 type: Appears identical to 1970-1972 type distributor, but uses a square hole in casing for condenser wire. (A round hole type condenser will fit in this distributor, but breaker plates and vacuum canister are not interchangeable with 1970-72 housings). This model can be modified (with experience and skill), to full mechanical advance, using parts from Bosch (VW) #A009 distributor.

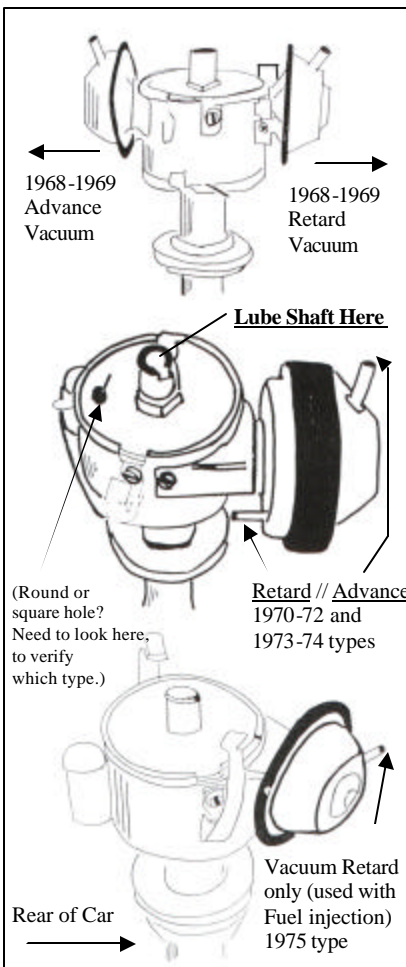
1975 type: Originally installed only on factory fuel-injected 1975 Opels. Features internal mechanical advance, retard-only vacuum port, and unique ignition points (set to .016" gap). Sometimes installed on Opels modified with dual side-draft carburetors (which do not have ported vacuum fittings for the vacuum advance), or vehicles with high-lift camshafts (producing irregular vacuum). No performance gain if you use it on a stock engine.

ALL Distributor Models, require maintenance: Place drops of oil onto the felt (in the center of the top of main shaft), to help keep mechanical advance adequately lubricated. Lubricate the points rubbing block and cam lobes with ignition lube.

There are slight variations in advance profiles between various distributor models (see number on housing to verify applications). Also periodically disassemble, clean & lubricate surfaces between the internal breaker plates and on the main distributor shaft lobes.

ALWAYS clean distributor housing where condenser is mounted, to assure good ground!

Distributors are known to wear on the internal central brass bushing over time, which causes the main shaft to wobble excessively and wear out ignition point rubbing surface quickly. Replacement of ignition points with electronic ignition systems will prolong failure, but the solution is to replace worn-out distributors with rebuilt models.



(Round or square hole? Need to look here, to verify which type.)

Retard // Advance 1970-72 and 1973-74 types

Vacuum Retard only (used with Fuel injection) 1975 type

Rear of Car