

Moe's Tech Tip of the month

Installing the 009 distributor



First the engine in a firing position for the number one cylinder. Take the valve cover off the right side, the number one and number two cylinders. The number is toward the front of the vehicle. Rotate the engine clockwise by hand, until you see the exhaust valve open and then continue to rotating until you see the intake valve open, then close. Now you're on a compression stroke. Continue to rotate until the pulley notch is straight up and or woodruff key is at 9 o'clock. Now you're at top dead center (TDC) where you need to be.

Remove the distributor cap and rotate the motor until the rotor is pointing at the number plug wire.

Now remove the distributor and clamp, before installing the new distributor. Slide the clamp on first and now install the new o-ring on the distributor. Look into the hole before inserting the shaft and look and see how they line-up. This will get you closer in order the seat the shaft. Oil the shaft and o-ring before installing, this will prevent damage.

Tap lightly on the rim of the distributor to get the o-ring started and to seat it. You may need to rotate the distributor back and forth to get the shaft to drop in. When in place it will sit on the clamp.

Now as you reassemble, you can still use the same rotor and cap. Rotor should still be facing the number one plug wire. Check to make sure that the pulley is at TDC and the notch is at 9 o'clock. Snug the clamp on the distributor and your ready to start. Time the motor as normal, either static or running. OO9's can be at 30 degrees BTDC @ 3500 Rpm's or higher or 5 degrees BTDC at idle. Their both the same. "Good Luck" distributing your OO9.