

1. Knock out the roll pin (1). You will need a hammer, 3mm pin punch (a pin punch is straight) and a vice. Two pair of hands is needed to do this job, one to hold the distributor and the other with hammer and pin punch. Open the jaws of the vice so you can drive the pin through the jaws. Or another way is put a small piece of pipe in the vice and drive the roll pin into the pipe.
2. The gearwheel (2) will now pull off. The hole through the gearwheel and the distributor spindle are on the centre, they are not off set like a 500.
3. Note the arrangement of the packer washers at the bottom.
4. Before the distributor spindle (4) can be removed, take out CB points base-plate. When the spindle is pulled out, check the condition (a) is it rusty, if it is water as been getting in and no oil. (b) Does it have a blue colour, again no oil and it as been getting over heated. Check to see if the distributor spindle is slack in the body bearings. Check the arrangement of the washers under the bob weight plate, they have to go back the same way they came out.
5. Distributor body (5) check the inside of the bowl. Is it oily and has it got fragments of metal in the oil, if it has the bearing could be worn. Of all the distributors I have stripped down I have had only one with the bearings too big. Clean inside and outside the distributor body with paraffin. Clean the bore of the body with a cloth pull through (a piece of cloth on a length of string).
6. Before we strip down the distributor spindle, check the condition of the bob weight springs **see Tech Tips No 9**
7. Unscrew cam plate retaining screw (12). Be careful not to lose the conical spring that is under the screw.
8. Remove the cam plate (11) off the spindle.
9. Remove the bob weights off the posts.
The distributor is now completely stripped down.

REBUILD A 126 DISTRIBUTOR

10. Put the distributor spindle into a chuck of a drill and with very fine emery cloth, polish the distributor spindle and the cam plate spindle.
11. Apply 3 in 1 oil onto distributor spindle, then put the spindle into the distributor body and spin the spindle, take it out and clean the shaft carry on doing this until everything is clean and free.
12. Apply 3 in 1 oil down the bore of the cam plate put on to cam plate spindle and spin, take it out and clean carry on doing this until everything is clean and free. Clean out the oil return helix with a sharp knife, then wipe clean.
NOTE> If this oil channel is not clean the crankcase pressure will force oil up into the distributor. The helix returns any oil back into the sump.
13. Fit the washers under the bob weights, fit the bob weights on to the posts now check that they are not fouling the under-side of the cam plate or the top of the bob weight plate. To clear foul **See Tech Tips no 9.**

14. Apply 3 in 1 oil down the bore of the cam plate and fit on to the spindle. Place the conical spring under the cam plate retaining screw and tighten. Place the oil cotton pad on the screw.

15. Fit new bob weight springs. **See Tech Tips 9.**

16. Put the washers on to the distributor spindle (4). It is sandwich of washers' steel, fibre and then steel. When putting together put oil on the washers.

17. Feed the distributor spindle into the distributor body (5) spin the spindle make-sure it is spinning free.

18. Fit the lower washers on to distributor spindle (5) and smear with oil.

19. Fit the gearwheel (2) on to the spindle align the holes and fit the roll pin.

20. Spin the spindle make sure it is spinning free.

21. Fit the contact points base plate and the points and set.

22. For the last time spin the spindle make sure it is spinning free.

23. Refit the distributor on to the engine, make sure a gasket is fitted under the clamp flange. If you don't fit a gasket the gear wheel is not in its correct meshing with the camshaft.

The end of Tech Tips No 6

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