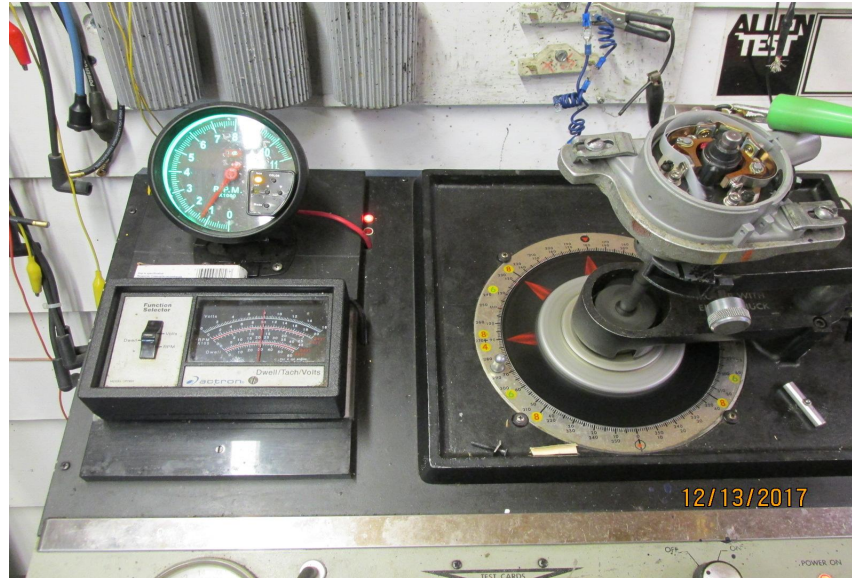
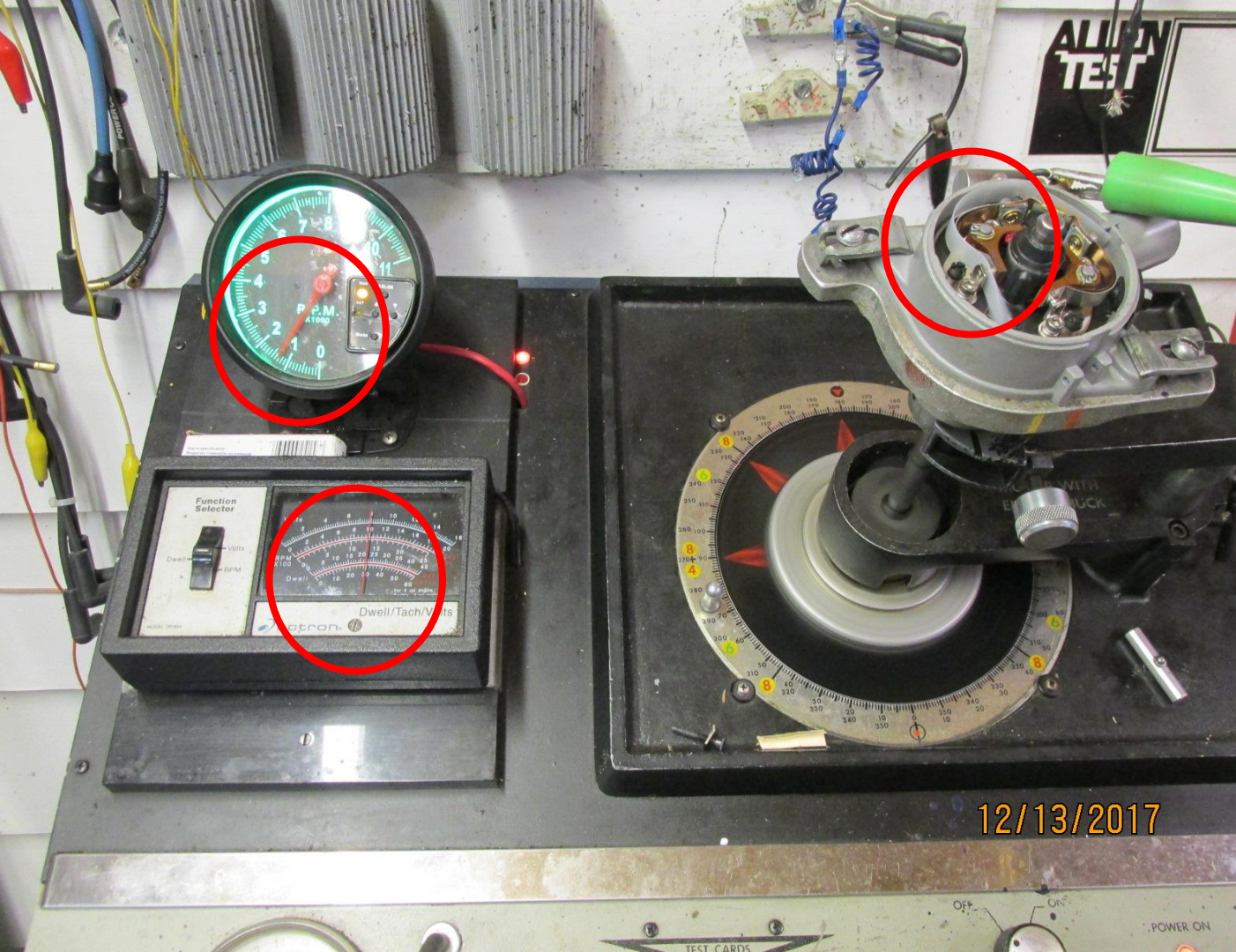


A Crabby world . 1942-1948 Crab Distributor

A service note from Jim @
Bubbas Hot Rod Shop.

www.bubbasignition.com





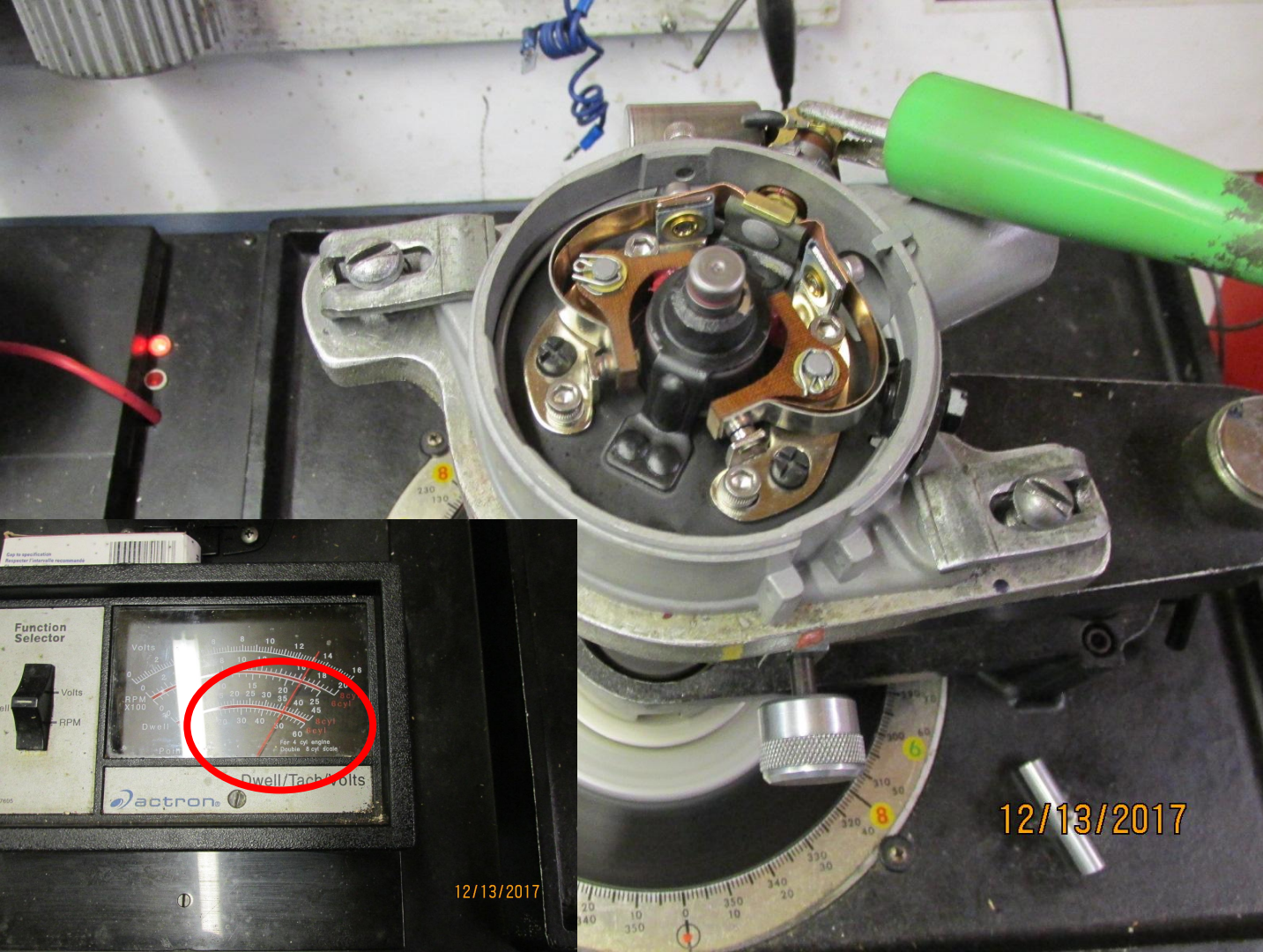
**Crab Distributor
1942-1948 is one of the
best of the Flatheads .**

**Will run forever , however
the adjustments for spark
timing are a little
misunderstood.**

**Unit uses dual contacts
arranged that the drivers
side provides the
spark/engine timing.
The pass side overlaps the
other side to provide a dwell
timing of 36 degrees to
saturate the ignition coil.
Blocking off the pass side set
allows us to adjust the
drivers side to exactly $22 \frac{1}{2}$
degrees providing the exact
BTDC setting desired by
Ford.**

**We perform this adjustment
on a machine at approx 1000
rpm.**

12/13/2017



Passenger side is then unlocked and total of both sets (dwell) is adjusted to 36 degrees to provide proper coil saturation for good spark.

New contacts are used Echlin CS47s, aligned and mounted using new stainless allen screws and lock washers. Lube is supplied behind the rubbing block and pivot pins are oiled.

12/13/2017

12/13/2017



Case timing is then adjusted to 2 degrees BTDC per spec, using slide bar .

This adjustment allows approx 12 degrees of timing change 6 deg advance and 6 deg retard. Each mark is 2 degrees of engine timing .

At this point no adjustment is needed !!

12/13/2017



The crab unit is a 11 degree distributor .
11 degrees at approx
2000 rpm = 22 degrees
of engine timing.

Our testing has shown
that this the optimum
adjustment for the
Flathead engines..

12/13/2017



We then run the unit at 5000 rpm for a period of time. After testing thousands of these you know when they are right and wrong based on the hum or noise the unit makes .

If it isnt smooth and humming , it isnt right!!!!

12/13/2017

Gap to specification
Respecter l'intervalle recommandé
Checar la calibración



The last item to be adjusted and installed is the Vacuum brake.

Brake action is also tested during assembly, leather replaced, lubed and ready to install.

These leave our shop set at three turns inward for drag.

Every unit is then ran on the engine and may be adjusted for spark knock as needed.

Engine should NOT be ran without this drag on spark ring inside distributor !!!!!

12/13/2017

