

Removing and refitting the LUCAS V12 Distributor.

Removal:

OK, lots of variations on the theme out there, and NONE are wrong. This is just how I have done it for many years.

- 1) LOOK at the cap, and you will see a #1 cast into the cap. This is #1A spark plug lead position, and the starting point for anything to do with timing etc etc.
- 2) Noting the above, remove the HT leads, ONE ATA TIME, and label them as you go. Simple masking tape and a ballpoint pen will do. I run Magnecor leads, and they come tagged.
- 3) Remove the Ign Coil (labelling ALL the wires as you go) with its strap bracket from the throttle capstan plate. PITA, as most of these strap brackets are NOT slotted, so those bolts need to come all the way out. When its out, refit those bolts with washers, leave them loose. Cut that strap at the holes, to give an exit slot, facing downward of course, then when refitting, simply drop the coil over those 2 bolts and tighten, as apposed to fiddling, dropping, fiddling some more, to get those bolts started with the coil blocking access.
- 3A) Unplug the small lead/loom that goes to the AMP, some have a joiner in that lead, some go all the way to the Amp.
- 4) Undo the 3 screws securing the cap. They will NOT come out, as they are encapsulated in the cap.
- 5) Lift the cap CAREFULLY, and STRAIGHT UP. Damage to the Rotor is possible if straight up is not observed.
- 6) Note the position of the tip of the rotor. Take a small file and mark the distributor housing at the "centre point" of that tip. Dont use a felt tip pen, coz as soon as you wipe the thing, as you will, that mark is gone, oops.
- 7) Remove that rotor. DO NOT, repeat DO NOT simply pull up on it. That will destroy the springs and stuff down below. They WILL be tight. I use a screwdriver down through the splash shield (if its still there), and PUSH DOWN of the Star Wheel with an equal force to the rocking/pulling/twisting, that will be needed to remove that rotor. Basically, stopping the rotor shaft from rising up. I strongly suggest a spare rotor be on hand, as I have had to cut some off with the Dremel, they be grown to the shaft.
- 8) Look down the guts, and looking back at you will be 3 socket head capscews, allen key head (NO I dont remember the size).
- 9) Loosen these 3 screws in rotation. They will only undo so far, then bind with the dizzy upper housing. Doing in rotation, this binding will "drag" the distributor OUT of the hole. NOTE repeat NOTE, the rotation of the centre shaft as the dizzy rises up, I forget, its been 15 years since I had one out, you will need this later for refitting. NOT critical, but can save some fiddling.

Its out, Beer O'clock.

Do whatever you need to do to that ting.
Vac capsule, lube the centre shaft, whatever.

Refitting:

Basically the reverse of removal, with a few notes.

Slide it into the hole, attempting to place the gears in mesh at the “noted” rotational point in #9 above.

Slowly tighten those 3 socket caps, in rotation again, as the dizzy slides down. When it hits the valley plate, LOOK at your file mark, and ensure the centre of the rotor tip is as it was when you started this process. The base can be slid a small amount on those 3 socket caps to get it where it was IF its bees appendage out, but no more.

IF, that file mark is way off, raise the assembly again, just enough to disengage the driven gear with the jackshaft, and rotate the dizzy centre shaft ONE tooth, and set it down again, and look once more at where its finished.

THIS IS THE FIDDLY BIT, BUT NOT THE END OF THE WORLD. My 1st one took me 4 shots, so worry not.

Refit all the other stuff, and away it goes.

To time it, now its running, read my “Drive Timing a Running V12” PDF.