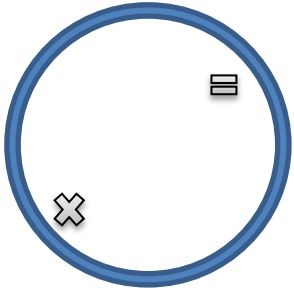


- Unmount the distributor cap and the rotor – both can be used again when in good condition.
- Disassemble the distributor contact and the capacitor – they will not be used again.
- Clean the adjustment plate on which the contact was fixed.
- Treat the adjustment plate with the heat conducting paste which is content of the delivery.
- Fix the Hot-Spark module on the spot where the contact had been mounted.
- Ensure that no wiring can get into contact with moving items in the distributor.
- Lead the module wiring through the existing bypass in the distributor housing.
- Put the magnet ring rotor on the distributor shaft – a small gap must be visible between rotor and module.
- Mount the distributor cap.
- Connect the red module cable to the positive connector on the coil (+ / 15).
- Connect the black module cable to the negative connector on the coil (- / 1).
- Start the engine – eventually while slightly re-adjusting the distributor in its seat in the engine.
- Re-adjust the firing point by means of an electronic ignition point gun.

✕ = Drehpunkt / Pivot

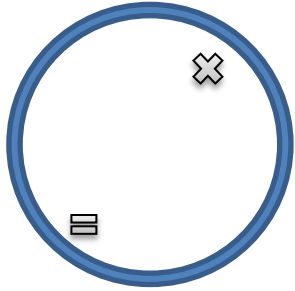
≡ = Kontakt / Points



Oben / upper:

Drehpunkt Unterbrecher **links**/Breaker pivot **left** hand

Halteplatte/mounting plate „71BB“



Unten / lower:

Drehpunkt Unterbrecher **rechts**/Breaker pivot **right** hand

Halteplatte/mounting plate „76HF“

Dieser Satz wird mit einer Halteplatte geliefert, die für den Einbau in einen OHC-Motor vorbereitet ist.

Um den Satz im OHV-Motor verwenden zu können muss der Hallgeber (rotes Plastikteil) abmontiert und auf der Rückseite wieder angeschraubt werden.

Dass der Hallgeber dann nicht genau mit der Krümmung fluchtet ist technisch unerheblich, die Funktion ist voll gegeben.

This kit is supplied with a premounted fixing plate for use in OHC-engines.

To adapt the kit to a OHC (Kent) engine, the Hall-sensor (red plastic part) needs to be dismantled and screwed on the back side of the plate.

It does not look as it is mounted 100% correctly but this does not affect the functionality at all.

OHC 1,3-2,0 (Pinto)

OHV 0,9-1,6l (Kent)

