

Standard 8 and 10 all models, fitting instructions for Club Electronic Ignition Distributor for Positive Earth wiring only.

Thank you for purchasing this Electronic Distributor kit from The Standard Motor Club please note the following:

These Distributors come with a Manufacturers 12 month warranty, the warranty and instructions on making a claim are included in the documents contained in the box please retain these.

These units are made for Positive Earth circuitry only and will be destroyed by connecting them to a Negative Earth system. Such damage is not covered by the warranty therefore please follow the Included Manufacturers Wiring Instructions exactly.

Fitting Instructions.

As with any electrical work begin by disconnecting your car's battery, this is a good time to double check that your car has retained Positive Earth Wiring.

Given the locations of the Distributor and Ignition Coil I found it helpful to remove the battery from the car.

Disconnect the Main HT Lead from the Coil and all four Plug Leads. You can now release the two clips and remove the Cap from the Distributor. Your new Distributor comes with a Cap to which you can transfer your HT Leads but as all 8s and 10s were fitted with Lucas D2 series Distributors you can use your original cap and keep the new cap as a spare should you choose.

Note the orientation of your Distributor, factory fit was with the Vacuum Advance Unit pointing towards the Nearside Inner Wing and the Low Tension Wire connection facing towards the Dynamo but this may have been changed during engine repairs. Maintain the same orientation when fitting the new Distributor.

Turn the engine by hand to align the TDC mark on the Front Pulley with the pointer on the Timing Cover and note the position of the Rotor Arm.

Disconnect the Low Tension Lead from the Distributor. On the majority of cars this will be a ring terminal secured by a nut but late cars may have a push fit Lucas connector.

Undo and remove the Pinch Bolt that secures the Distributor in the Plinth. The Pinch Bolt will be located on the side of the Plinth facing the Inner Wing, on early cars the Plinth itself is slotted and the clamp bolt runs through the plinth, on later cars there is a plate mounted to the Plinth, this plate is slotted and has a clamp bolt in a similar location. It may be useful to ease the slot in both the Plinth or Clamp with a flat bladed screwdriver.

The old Distributor can now be pulled upwards out of the Plinth and removed from the car.

With the Distributor removed access to the Coil will be greatly improved, begin by disconnecting the Distributor LT lead from the Coil by undoing the retaining nut, if you have Lucas connectors you can retain this on the wire but the fitting and nut will need to be removed. This wire is separate from the Loom so can be removed and preserved till needed.

Take the earthing wire with ring terminals, provided in the kit and attach one end to the Coil LT Lead terminal and the other to a suitable earth such as a Coil mounting bolt or the Distributor Pinch Bolt.

Disconnect the Live Feed Wire from the Coil Live Terminal, this will have two wires connected both of which run into the loom and cannot be separated. Most cars will have a ring terminal end to these wires in which case attach the provided Male Lucas connector to these wires using the nut and bolt supplied, slip the supplied Heat Shrink Tubing over the connector but do not shrink at this time.

Take your original LT Lead and cut off one of the original terminals and fit the supplied Female Crimp On Bullet Connector in its place. Now attach the other end to the Ignition Switch Terminal on the Coil.

Loosely offer the New Distributor into the Plinth in roughly the same orientation as the original. There are two wires coming from the Distributor one Black and one White, both are too long for our application so estimate and mark where to cut them to give reasonable slack without excess wires.

Cut the White Wire to length and fit the supplied Crimp On Insulated Female Lucar Terminal.

Cut the Black Wire to Length and fit the Crimp On Male Bullet Connector.

Now fit the New Distributor into the Plinth ensuring that the Drive Dogs have lined up and that the Rotor Arm position and the approximate orientation of the Distributor is the same as on your old unit.

Tighten the Pinch Bolt until you can only just rotate the unit and return it to the original orientation.

Connect the White Wire to the Feed Wire once the Lucar Connector is fully home slide a little of the Shrink Wrap Tube over the join and use a soldering iron to shrink ensuring proper insulation.

Connect the Black Wire to the Wire from the Coil using the Bullet Connectors.

Refit the Distributor Car, Coil HT Lead and Plug Leads

Refit and/or Reconnect the Battery. Start Your Engine!

Although the Manufacturers recommend using a timing light to tune the system I found that the car started instantly on the base setting as fitted and required only a very small amount of advancement to achieve ideal running.