

T-3161-T Texas T Distributor

NOTE: Please read completely through the instructions before installing your distributor. It will insure your installation goes smoothly. If you have installed a distributor before October, 2003, the instructions have CHANGED. You need to read them again! We've made some changes to the installation of the Distributor.

Your distributor kit should include the following components:

Distributor Assembly	1 -3/8"-24 X 1-1/4" Bolt
Control Rod with 1 end attached	2 -3/8" Flat Washer
1 -3/8"-24/3/8"-16 X 5-1/2" Stud	3 -3/8" Lock Washers
1 -3/8"-16 Hex Nut	1 -Camshaft Gear
1 -3/8"-24 X 2-1/2" Bolt	1 -7/16" Half Nut

(for early cars without a generator)

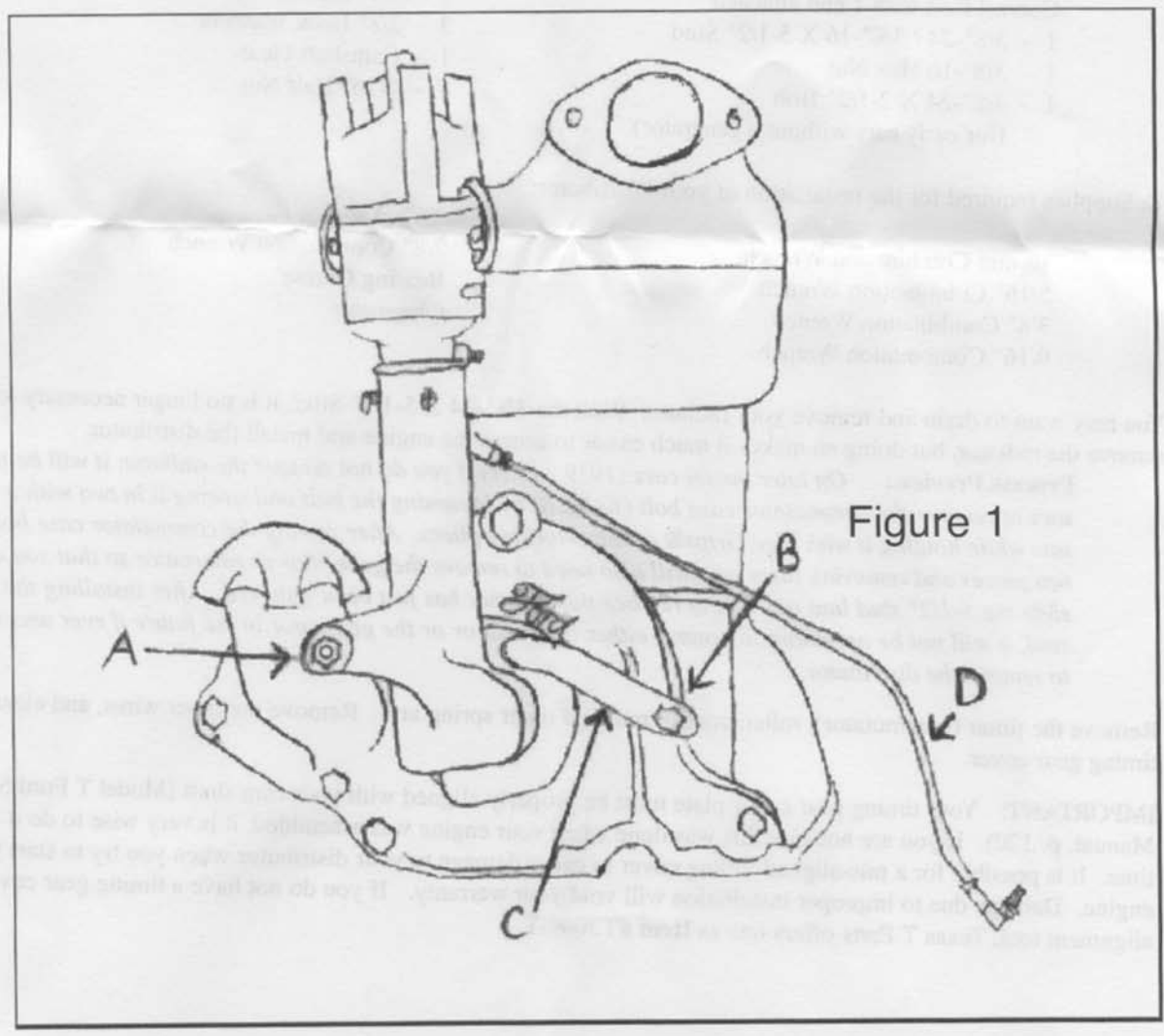
Tools & Supplies required for the installation of your Distributor:

10 mm Combination Wrench	7/8" Combination Wrench
5/16" Combination Wrench	Bearing Grease
3/8" Combination Wrench	Ohmmeter
9/16" Combination Wrench	

1. You may want to drain and remove your radiator. With the 3/8"-24 X 5-1/2" Stud, it is no longer necessary to remove the radiator, but doing so makes it much easier to access the engine and install the distributor.
Process Preview: On later model cars (1919- 1927) if you do not remove the radiator; it will be necessary to remove the commutator case bolt (T3162B) by loosening the bolt and sawing it in two with a hack saw while holding it with Vice Grips or other locking pliers. After sawing the commutator case bolt in two pieces and removing them, you will also need to remove the generator or alternator so that you can slide the 5-1/2" stud into position to replace the bolt that has just been removed. After installing the 5-1/2" stud, it will not be necessary to remove either the radiator or the generator in the future if ever necessary to remove the distributor.
2. Remove the timer (commutator), roller, control rod, and timer spring arm. Remove the timer wires, and clean the timing gear cover.
3. IMPORTANT: Your timing gear cover plate must be properly aligned with your cam shaft (Model T Ford Service Manual, p. 120). If you are not sure this was done when your engine was assembled, it is very wise to do it at this time. It is possible for a mis-aligned timing cover to cause damage to your distributor when you try to start your engine. Damage due to improper installation will void your warranty.
4. Now is a good time to replace the old felt camshaft seal with a modern seal. If you have a modern seal installed and the camshaft is properly centered in the seal, your timing cover plate is properly aligned.
5. After checking the camshaft for burrs, screw the Camshaft Gear onto the camshaft, with the wrench flats to the inside, until it stops, and the engine starts to turn over. The gear should be flush (+/- 1/16") with the end of the camshaft. Insure the distributor mounts easily, without having to use force.

6. On later model cars (1919-27), if you do not want to remove the radiator, remove the commutator case bolt (location A in the figure below), by loosening the bolt and sawing it in two with a hacksaw while holding it with Vise Grips or other locking pliers. After sawing the commutator case bolt in two pieces and removing them, you will also need to loosen the other two generator mounting bolts and remove the generator or alternator so that you can slide the 3/8" stud into position at location A.

Alternatively, you may remove the radiator, remove the commutator case bolt and replace it with the new 5-1/2" stud and you do not have to remove the generator/alternator. Install the 3/8" stud so that the end with the 3/8" - 24 national fine threads, is towards the BACK of the car. If the 3/8" - 16 national coarse threads of the stud are screwed into the generator they will damage the threads in the generator.



7. After inserting the 3/8" stud into the location designated, re-install the generator (or alternator). The short generator mounting bolts should be tightened after the new 3/8" stud has been screwed into the generator / alternator housing by hand. The stud should be screwed into the generator 10 threads (1/2"). The end of the stud toward the front of the car will have about 7/8" of threads and a 1/2" long nub on the end to allow you to grab it with a pair of pliers when needed. After installing the 5-1/2" stud, it will not be necessary to remove either the radiator or the generator in the future in order to remove the distributor.
8. Fill the gear cavity in the distributor housing about 2/3 full of grease. Turn the distributor head until the condenser and wires are to the rear of the distributor -toward the engine. If the distributor is not installed with the condenser toward the engine, it can come out of the adapter casting and your car will not run. Place the distributor into the recess on the front of the timing gear cover plate from which the timer was removed. See Figure I. Note: The 3" round protrusion on the back of the distributor extends out about 3/16" but the recess in

the timing gear cover plate that it fits into is usually only 3/32" deep. The distributor is not designed nor intended to slip completely into the recess on the timing gear cover plate. The recess is not usually as deep as the projection on the distributor. Place the distributor into place over the 3/8" Stud and install the flat washer, lockwasher and 3/8" nut to mount the distributor housing. For early engines without generators use the 3/8" X 2-1/2" bolt provided instead of the 3/8" stud.

9. Optional: Remove the timer cover bolt that is directly to the right (shown at B). Using the 7/16" nut supplied as a spacer, and using the 3/8" X 1-1/4" bolt and lock washer supplied, install the timer spring arm upside down (shown at C), on the flat surface of the distributor. This will provide additional support to the distributor.
 10. Connect the control rod to the clamp on the distributor and spark lever end. Position the control rod (shown at D), bend up or down depending on your lower radiator hose location so it has smooth operation as you work the spark lever through its normal range. You may find it necessary to bend the rod slightly. Tighten the lock nuts. Leave the lever in the up (retarded) position. Do not tighten the control arm clamp on the distributor at this time.
 11. Before proceeding check the point gap and if necessary set the gap to .016" to .020". If using electronic ignition, ignore this step.
 12. Position your Number 1 cylinder (Front) at Top Dead Center on the compression stroke. (Uppermost travel of the piston with both valves closed, as the piston rises).
 13. Connect the wire going to the bottom terminal of your coil box to the positive (+) terminal of the new ignition coil.
 - 13A. If using points and a condenser, use an ohmmeter or circuit tester attached between the distributor lead (green wire) and ground, rotate the distributor head clockwise, until the points start to open. This is when the meter shows an open circuit and is your firing point. The green wire is to be connected to the negative (-) terminal of the ignition coil. Go to step 14.
 - 13B. If using an electronic ignition module, (or as an alternate method with points and a condenser) connect the coil (as outlined in step 14) and lay the hi-voltage lead from the coil to the cylinder head leaving about a 1/4" gap between the wire and the head. With the ignition turned on rotate the distributor head clockwise slowly until the coil fires. This your Firing Point.
 14. Without moving the distributor head, tighten the nut on the control arm clamp. You will need a 10mm wrench. CAUTION: Over tightening will distort the clamp and cause binding! Remove the distributor cap, and note the position of the rotor. This is the Number 1 firing position. It is a good idea to mark the outside of the distributor head. This distributor rotates counter-clockwise. The firing order for a Model T is 1-2 -4 -3. Connect your spark plug and coil wires. The ignition wire (small green wire) from the distributor head goes to the negative side of the coil.
- NOTE: On electronic ignition, the black wire goes to the negative (-) coil terminal and the red wire goes to the positive (+) coil terminal. If you are using a coil requiring an external resister (not sold by us), it needs to go to the high side of the resister.
15. Although the fan arm on pre-'26 models may be adjusted as manufactured, you may find it easier to adjust if the adjusting bolt is removed, the head cut off, and a slot cut across the end. This allows it to be adjusted with a screw driver, making it somewhat easier.
 16. For best performance, the spark plugs should be set to a .040" gap. Points gap should be set at .015 to .020.

17. Before replacing the radiator, it is a good idea to give the engine a test fire, then replace the radiator, and go for a ride with confidence.

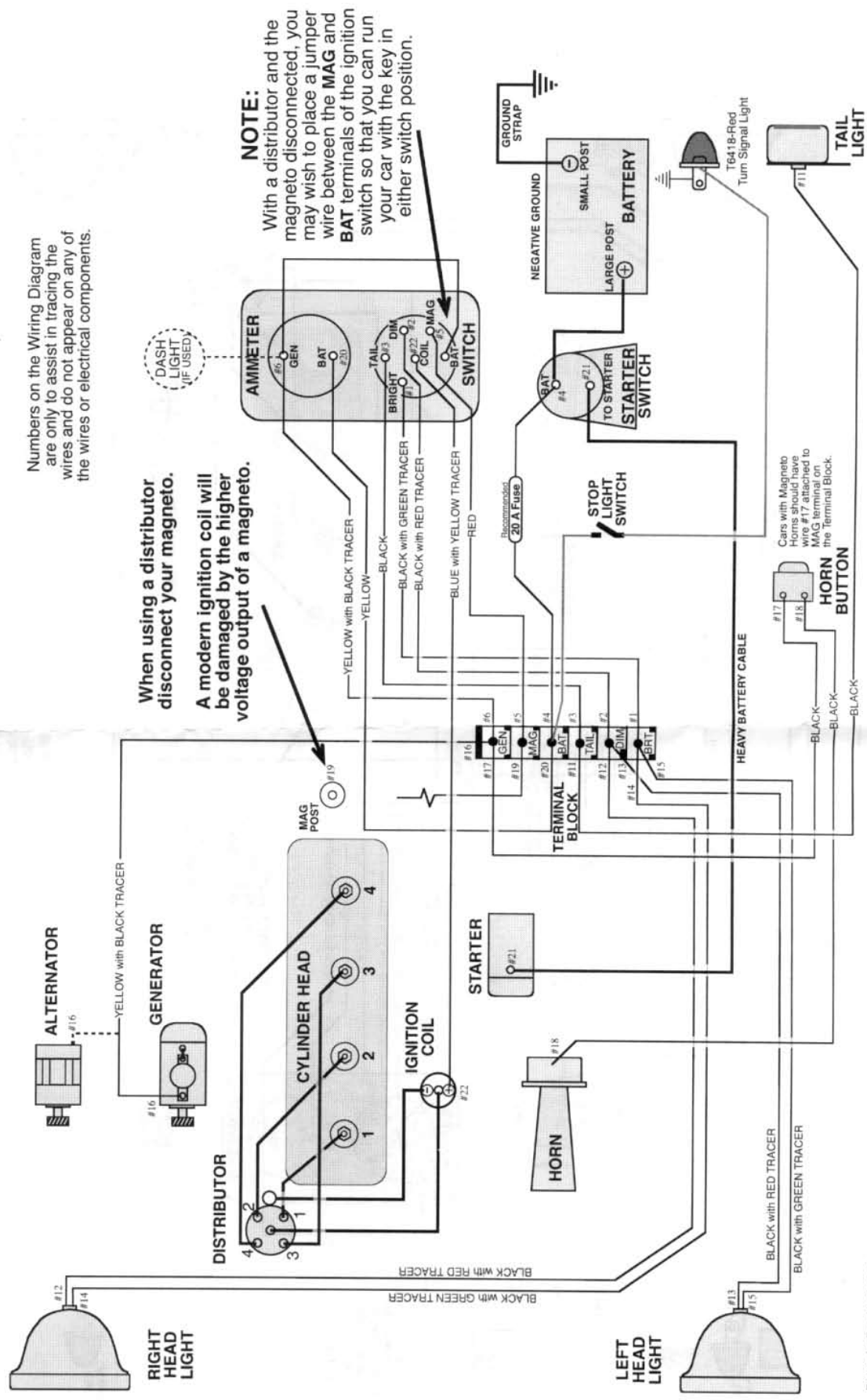
MAINTENANCE

Your Texas T Parts distributor requires very little maintenance. The drive gears should be repacked every 10,000 miles. The shaft bearings are sealed and permanently lubricated, and require no maintenance. The distributor head should be oiled every 1,000 miles. The oil hole is to the left of the monogram.

SERVICE

Although this unit uses a custom made distributor head, the points, condenser, rotor, and distributor cap will interchange with distributors commonly used for production vehicles. We do stock replacement parts. For easy service remove the retainer screw just below the distributor head and to the right of the monogram. After disconnecting the control rod, the head may be removed for servicing and reinstalled without losing your timing setting. The head is keyed and will only fit one way.

1919-1925 Model T Ford Wiring Diagram with Electric Starter, Generator, Brake Light and optional Alternator.



Numbers on the Wiring Diagram are only to assist in tracing the wires and do not appear on any of the wires or electrical components.

When using a distributor disconnect your magneto.
A modern ignition coil will be damaged by the higher voltage output of a magneto.

NOTE:
With a distributor and the magneto disconnected, you may wish to place a jumper wire between the **MAG** and **BAT** terminals of the ignition switch so that you can run your car with the key in either switch position.

Cars with Magneto Horns should have wire #17 attached to the **MAG** terminal on the Terminal Block.

1926-1927 Model T Ford Wiring Diagram with Distributor, Electric Starter, Brake Light and optional Alternator.

Numbers on the Wiring Diagram are only to assist in tracing the wires and do not appear on any of the wires or electrical components.

When using a distributor disconnect your magneto. A modern ignition coil will be damaged by the higher voltage output of a magneto.

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