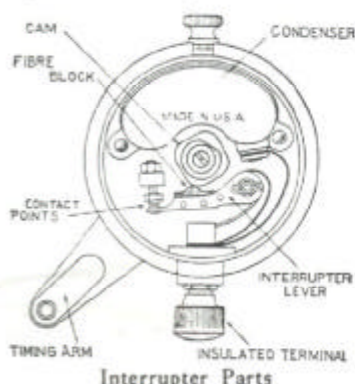




BOSCH BATTERY IGNITION SYSTEM FOR FORDS—Continued

ENGINE. TURN THE HOUSING TO THE LEFT UNTIL THE BREAKER POINTS OPEN SLIGHTLY. Tighten the clamp screw in the timing arm so that the housing will be held in this position. Fasten cable holding bracket in position on top of the engine. Replace the rotor and distributor cap, noting under which terminal of the distributor cap the metal segment of the rotor rests. Connect this terminal to the spark plug in No. 1 cylinder by means of the high tension cable furnished (cables are marked Nos. 1, 2, 3, and 4 on the flat section of the Rajah



Interrupter Parts

terminals; these numbers designate the spark plug to which they are to be connected.) The cable should be led from the distributor cap through the cable holding bracket to the spark plug (the distributor cap ends of the spark plug cables are provided with special terminals. It is only necessary to push these ends all the way into the holes in the towers on the distributor cap for they automatically lock themselves in place.)

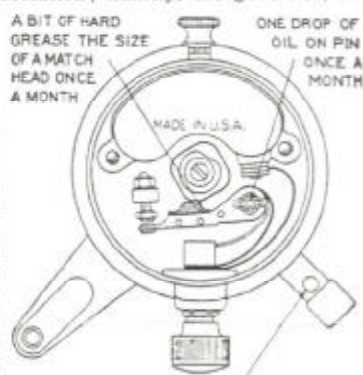
The distributor rotor rotates in a clockwise direction and the Ford engine fires one, two, four, three. Therefore, connect the next terminal on the distributor cap in the direction of the distributor rotor rotation to No. 2 spark plug, the next to No. 4 spark plug and the remaining terminal to No. 3 spark plug. Connect the center distributor cap terminal to the middle terminal of the spark coil. Connect the insulated terminal on the side of the distributor housing to the lower terminal of the coil by means of the low tension cable furnished.

10. Testing and Adjusting: Before replacing the fan assembly, radiator, hood, etc., screw up the cam shaft thrust screw in the engine front plate until it rests on the end of the cam shaft; then back it out one-half turn. Run the engine about half a minute and readjust the thrust screw making it tight and then backing out a quarter of a turn. Having made this adjustment, replace fan assembly, radiator, hood, etc.

Important: For ordinary running the spark control lever on the steering column should be set near the full advance position (at the bottom of the quadrant). This lever requires little or no operation under ordinary driving

conditions. For hand cranking set the lever in full retard position (top of the quadrant).

11. Lubrication: There are only three parts of the outfit which require lubrication; namely, the governor, the pivot which carries the interrupter lever and the fibre block upon the interrupter lever. The governor is oiled through the oil cap at the side of the timer housing. Pull back the cap and put in oil until it runs over. Do it often. Put one drop of oil (less rather than more as it should not be over-oiled) on the pivot which carries the interrupter lever and a bit of hard grease the size of a match head once a month. Put one drop of oil on the pivot which carries the interrupter block nearest the pivot which carries the interrupter lever. Follow these oiling directions once a month.



Lubrication Diagram

Note: This outfit has not been designed to run on the current furnished by the Ford magneto. The red wire which you disconnected from the Ford terminal block No. 5 on the dash disconnects the Ford magneto from the ignition system. However, if at any time your battery fails, the engine may be started by reconnecting this red wire to terminal No. 5 of the Ford terminal block, turning the dash switch to the "Mag" position and fully retarding the hand lever at the steering wheel. If the engine does not start with a few turns of the crank, advance the hand lever about a half inch and try again. Somewhere between full retard and half advance the Ford magneto will give enough current to start the engine. If after starting, the engine runs in "jumps," advance or retard the hand lever until it runs smoothly.

This should be done only in emergencies for the Bosch Compensating Battery Ignition outfit will not perform satisfactorily on the current furnished by the Ford magneto.

If the dash ammeter shows "charge" after starting, the dash switch may again be turned to the "battery" side but the red wire should be disconnected from the terminal block as soon as the battery is again put in condition.

SERVICE PARTS and PRICES

All prices are subject to change without notice

Fitting Parts

Cat. No.	Description	Price
T-4208	Ed. 1 Bosch Compensating battery ignition distributor	\$15.00
TC-30	Bosch ignition coil, 6 volts	6.00
70070	Coil fastening wood screw No. 14x3/8"	.05
70349	Coil fastening bolts 1/4"x3/4"	.05
67300	Coil fastening lock washers	.05
71251	Coil fastening lock nut	.05
66313	Engine front plate	4.05
66811	Engine front plate paper gasket	.10
67038	Distributor shaft hole plug	.05
65282	Cam shaft gear adjusting screw	.10
65533	Cam shaft gear adjusting screw lock nut	.10
66329	Fan belt adjusting screw	.20
66323	Distributor set screw	.15

Cat. No.	Description	Price
66320	Cam shaft gear	1.60
65935	Cam shaft gear keyed nut	.40
67520	Cam shaft gear keyed nut washer	.05
66321	Distributor gear	1.60
66324	Distributor gear dowel pin	.05
66322	Distributor gear spring ring	.05
66438	Control lever pivot post	.15
66437	Control lever pivot post lock nut 3/8"-24	.05
45531	Control lever pivot post washer 3/8"	.05
55820	Control lever pivot post cotter pin	.05
66308	Control lever	.40
66618	Control rod—short	.10
68309	Control rod—long	.15
51198	Control rod washer 1/4"	.05