

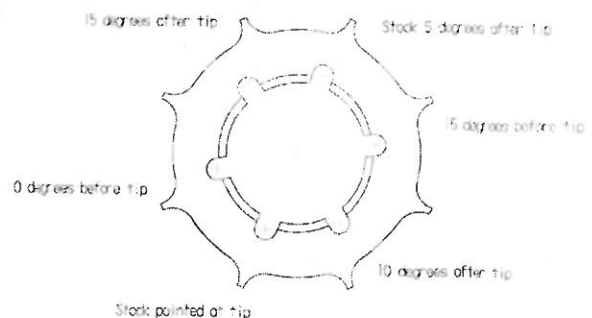
Sometimes, due to a variety of reasons, a stock Mopar or Mopar Performance distributor has the rotor out of position enough to cause the spark to jump to the wrong tower. Since there wasn't any easy way to adjust the rotor phasing in the distributor, we created this part. This reluctor has been CNC machined so that you can advance or retard the position of the rotor in relationship to the distributor cap. This will allow you to have the rotor pointed directly at the tower when the spark plug fires. There is no other way to adjust the rotor phasing in Mopar distributors.

There are several ways to check and/or adjust this, but the surest is to drill a hole (about  $\frac{3}{8}$  -  $\frac{1}{2}$ " ) in your (spare / cheapo) distributor cap below the #1 tower. Disconnect the vacuum advance, start engine and hold revs to an RPM where there's full mechanical advance (typically, 2500-3000 is plenty) and shine your timing light down that hole which you just drilled. You should see the rotor tip centered exactly under the tower every time that the timing light shines. If the rotor is pointed directly towards, or reasonably close to, the #1 tower then your system is phased just fine. However, if the rotor is way ahead, or behind, the tower then you will want to rephase the rotor.

Be sure to also check the rotor position at full vacuum advance as that is another area where the problem can occur. To do this you'll need to attach a small vacuum source such as a MityVac to the vacuum advance port on the distributor, or run the vac advance to engine vacuum directly for the test. Shine the timing light down in to the distributor with the engine running while you apply vacuum to the advance mechanism. You'll see the rotor twist backwards towards the #2 tower! If it twists back too far the motor will start to backfire as the spark gets 90 crank degrees out of phase. If your motor is doing this then you need to rephase the rotor.

The new reluctor has several slots to allow a wide range of phasing adjustment. Be sure to reset the timing when the new reluctor is installed or repositioned. The surest way to set timing is at 3,000 RPM, vac disconnected - then just dial the distributor to your preferred full advance setting - typically, 33 to 35 degrees on most Mopar V8s.

This reluctor has been modified with an additional 4 keyway slots. These slots are positioned at both 10 and 15 degrees before and after the reluctor tips. This will allow you to adjust the position of the rotor in reference to the distributor cap in order to correct any phasing problems that might exist.



BB Mopars should use one of the slots machined before a tip. Either the 10 or the 15 degree *before* tip slot typically works well with the BB distributor which is rotating counter-clockwise.

SB Mopar distributors rotate clockwise and they should use one of the slots machined *after* a tip. There are either 5, 10 or 15 degrees after the tip slots from which to choose from. Sometimes trial and error is the quickest way to get the job done!