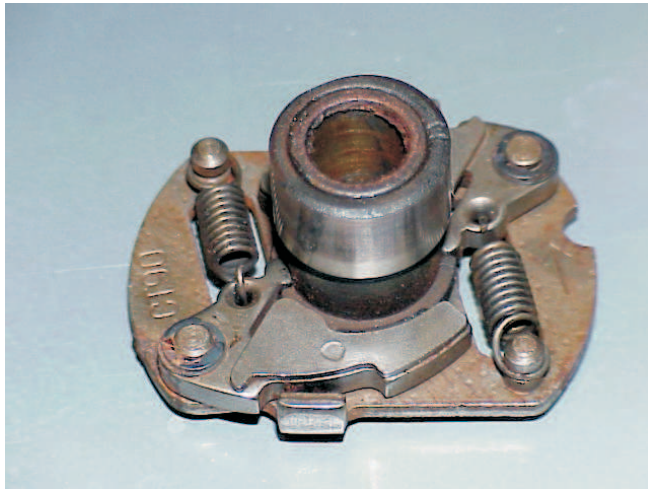
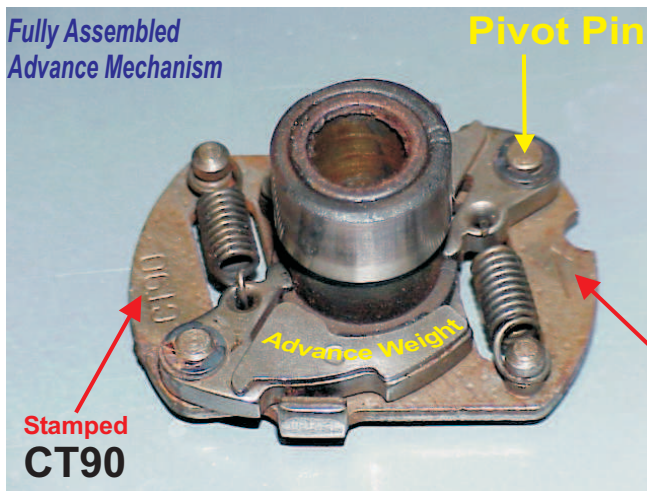


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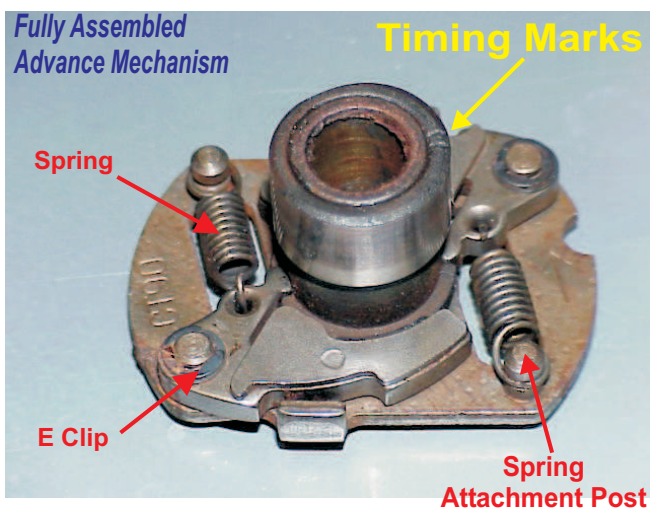


Fully Assembled Advance Mechanism



Location of Features

Arrow indicates counterclockwise rotation



Location of Features

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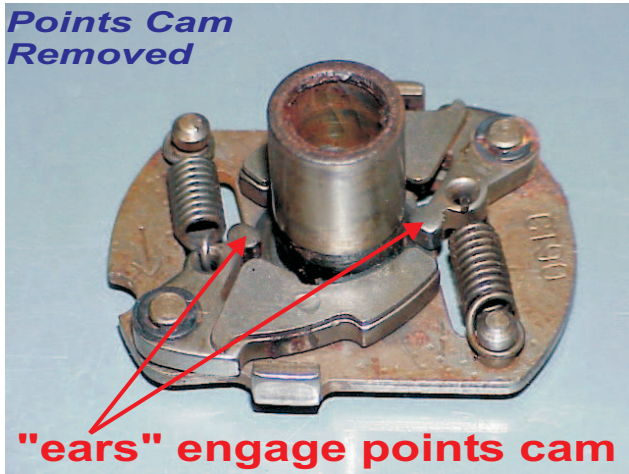
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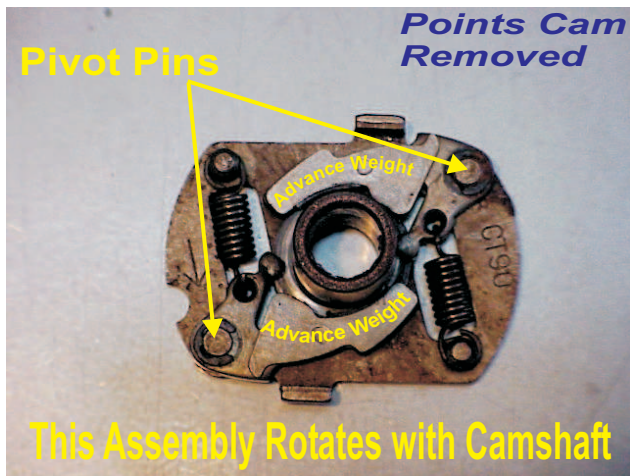
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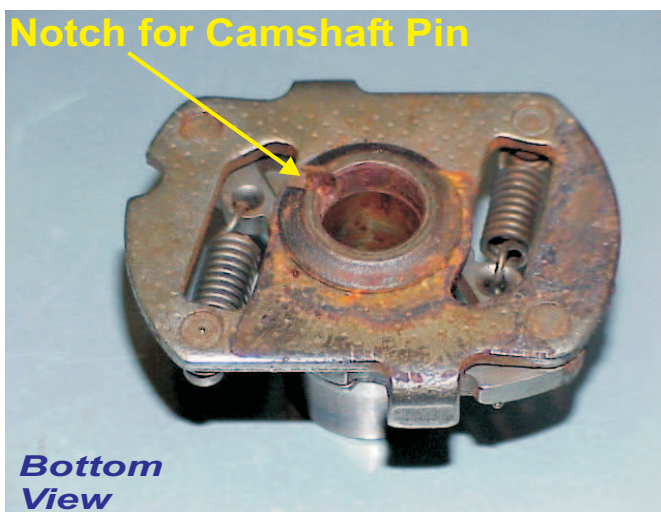
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Location of Features



Location of Features



Location of Features

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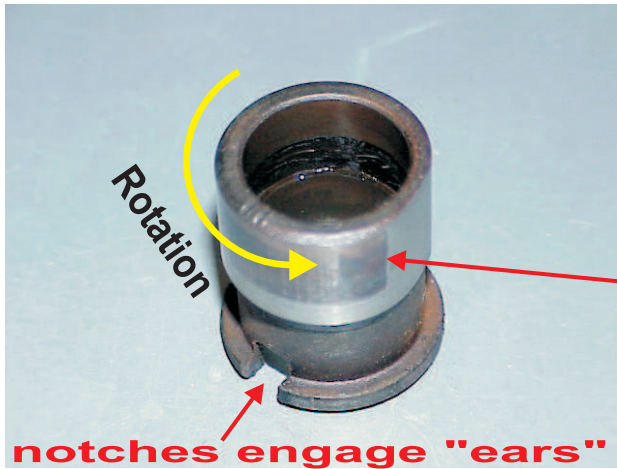
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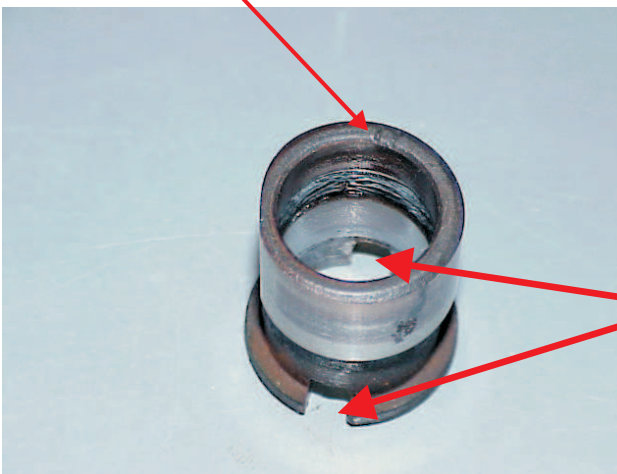


Points Cam Features

cam profile "ramp" begins here:
rubbing block on points begins to make contact



Points Cam Features



CONFUSING: Points Cam has Two Identical Notches

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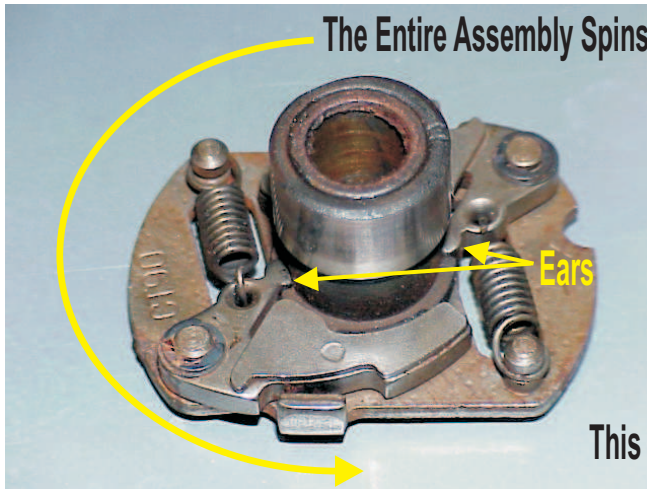
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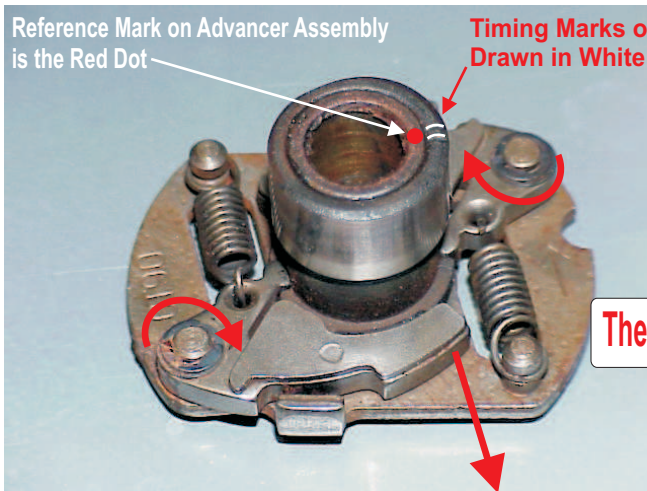
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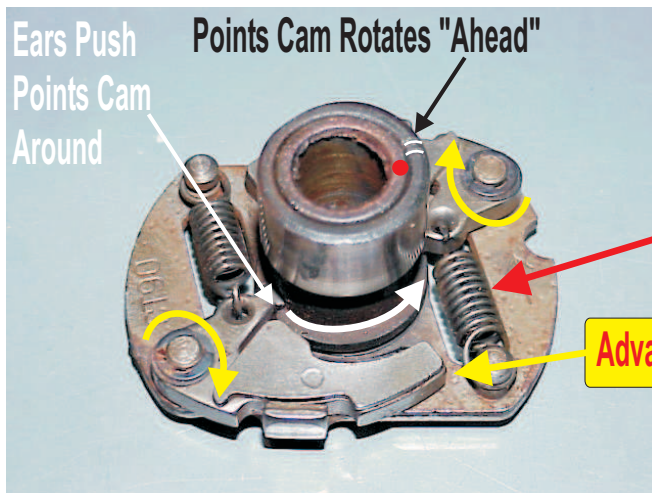


How the Advancer Works



How the Advancer Works: IDLE SPEED

The Advance Weights Fling Outwards as Engine Speed Increases



How the Advancer Works: Above 3,500 RPM

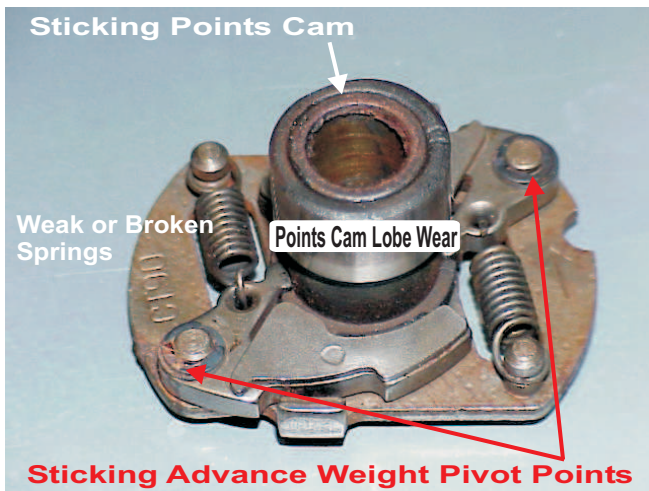
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Problem Areas Lubrication

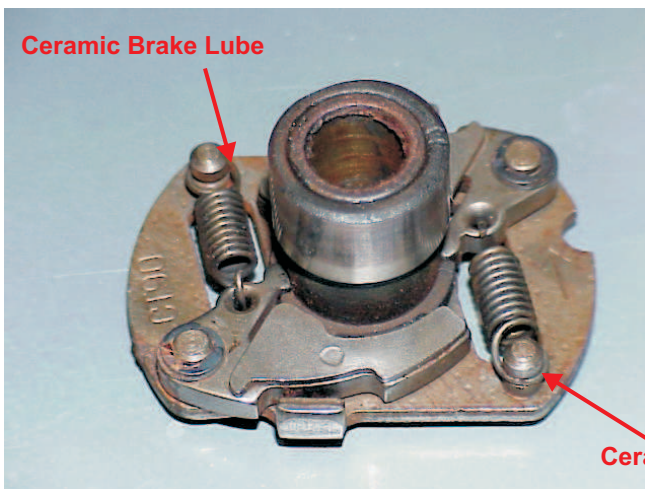
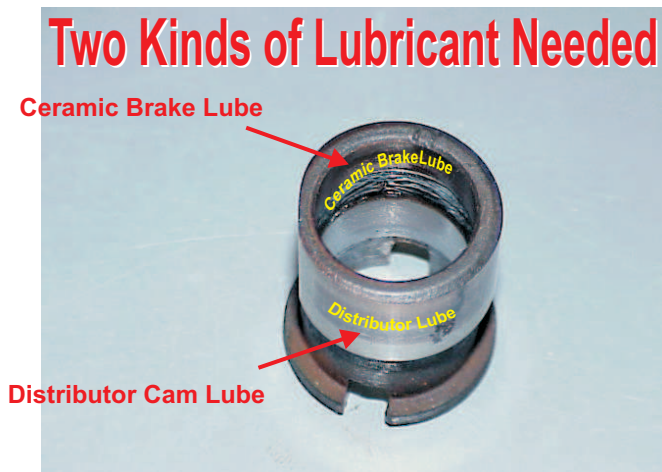
One of the biggest problems is *using the wrong lube.*

Ordinary greases dry out, fling off, bake, accumulate moisture, and eventually lead to rusting or sticking.

Use WD-40 and a Scotchbrite pad to clean up the advancer parts.

On reassembly, lightly lubricate the inside of the points cam, and the weight pivots with ceramic brake lube.

After installing the advancer and the points, lightly lube the cam and felt with distributor cam lube.



Apply Lubricant Springly

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Points Cam Lubes

Points cam lube has a unique formulation. Nothing else will do. You only need a TINY amount.

In the years since HONDA designed its timing advances, lubricants have improved. You can obtain better lubricant today with additives that make it last longer.

These lubes were available at the links provided as of August 21, 2016

Do NOT use this lube on the advancer mechanism. See next page, disc brake lube.

Echlin ML-1 lube is available at NAPA

<https://www.napaonline.com/p/ECHML1>



http://www.macsauparts.com/ford_falcon_mercury_comet/distributor-cam-lube-made-with-silicone-7-8-ounce-381622.html?cm_mc=PLA--41-20966-1--NA--NA&utm_source=google&utm_medium=paid_search&utm_campaign=paid_search_google_pla&scid=scplp16027169&sc_intid=41-20966-1&scld=CNO04Pe054CF00ehgd8p0Cw



Lubricam
Part # SL-2

original How To recommended
BOSCH lube, but its hard to find



Bosch Distributor Lube
Part # 5 700 002 005

VW Beetles used this

A tube of lubricant
will service 100's of advancers

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Advancer Lubes

The original advancer lubricant from HONDA bakes into a hard waxy crud. To make matters worse the baked crud is hygroscopic (absorbs water) so it promotes rusting. The advancer is prone to sticking, because the rust and crud builds up on the pivot points and tubular cam rotator.

Ceramic racing brake lubricants developed in the last decade are amazing. This stuff can withstand temperatures above the melting point of glass. Designed to lubricate brake calipers, it is mission critical that it not fling off or drip, as lube in the brake pads would be all bad. I find it perfect for lubricating the spark advancer and it is waterproof. Smear a thin film on clean moving parts, and forget about it.

Do NOT get this lube on the points cam. Use points cam lube for that.

These lubes were available at the links provided as of August 21, 2016

Balkamp 09173 lube is available at NAPA

https://www.napaonline.com/p/BK_09173



Auto parts stores stock ceramic brake grease in a small squeeze pouch.

<http://www.amazon.com/Permatex-24124-Ceramic-Extreme-Lubricant/dp/B0018PSASA>



**Permatex Ceramic Extreme
Brake Parts Lubricant
Part # 24124**

A brush applicator bottle of ceramic brake lubricant will service 1,000's of advancers

Permatex® Copper Anti-Seize Lubricant # 09128 is also good.

High-Temperature Lubricant is Required Inside the Point Cam... this Area is Prone to Seizing... Apply Lubricant Sparingly so it Doesn't Fling Off and Contaminate the Electrical Point Contacts

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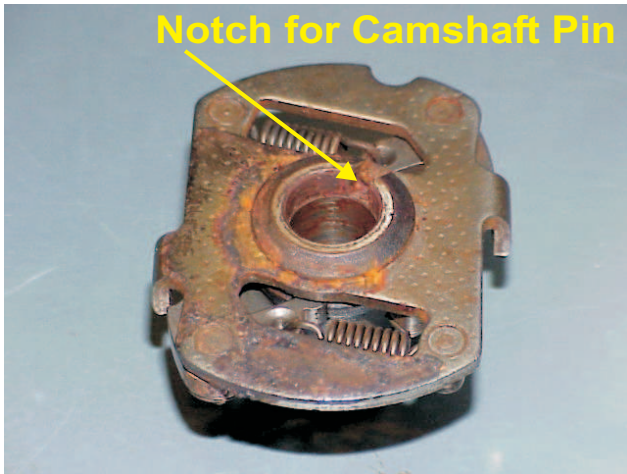
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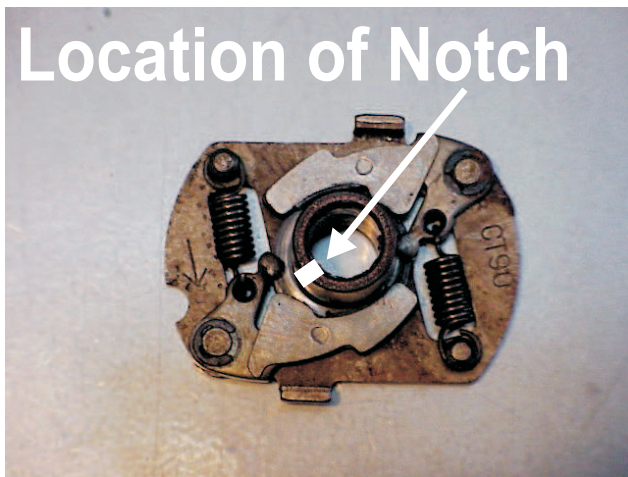


The 180° Timing Error

Bottom View Advance Mechanism



Top View Points Cam



Top View Advancer Mechanism

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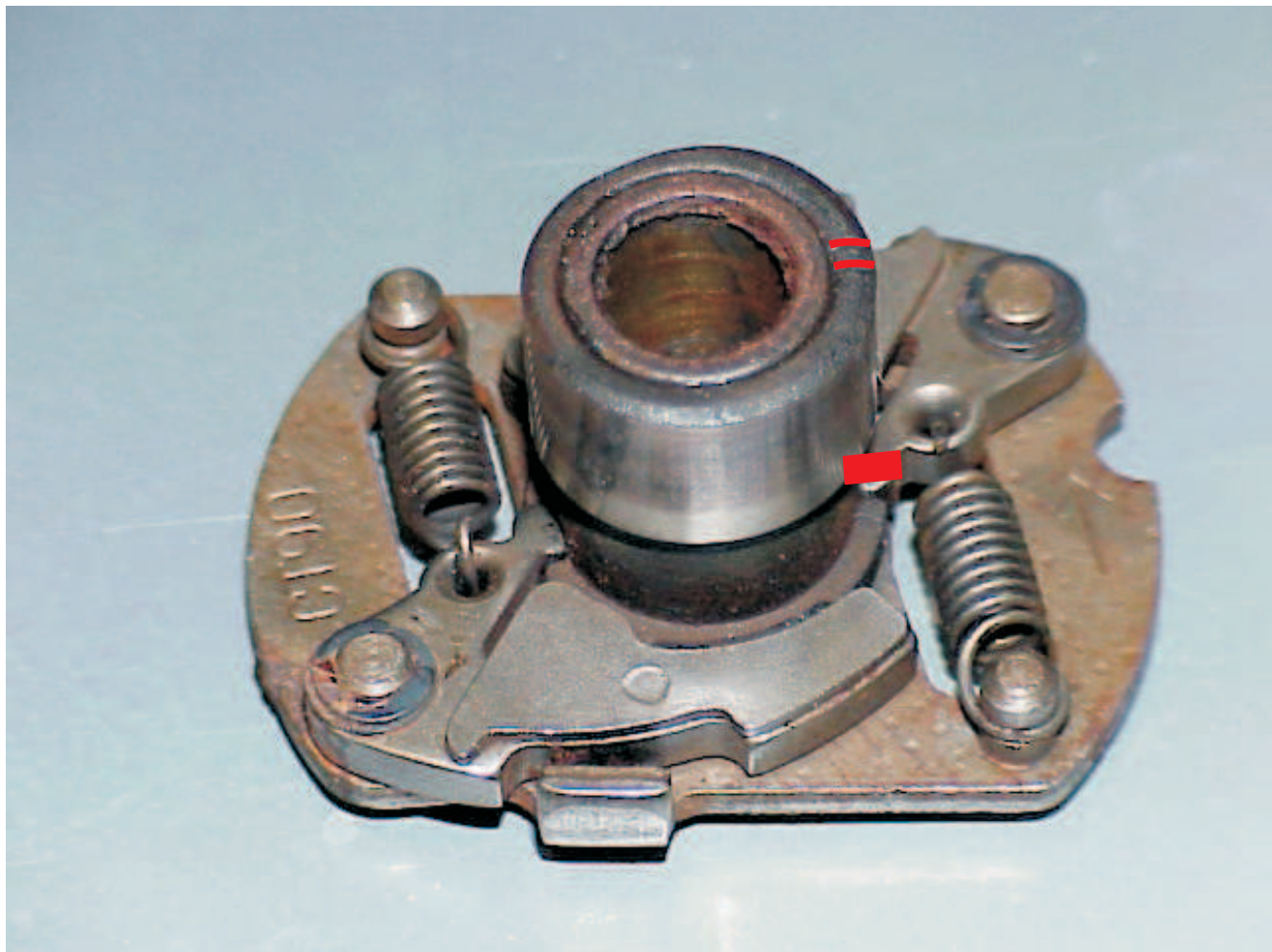
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Cure: The 180° Timing Error



Line Up the Cam Pin Notch
with Two Marks on Points Cam

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