

## General Data

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**Centrifugal Advance***Mk. II models (High compression)*

Distributor Despatch No. 41122

Advance Curve No. ECM.857

| Decelerating on Test rig |               | Decelerating on engine |               |
|--------------------------|---------------|------------------------|---------------|
| Dist. r.p.m.             | Dist. degrees | Crank r.p.m.           | Crank degrees |
| 3000                     | 13°—15°       | 3500                   | 17°—21°       |
| 2600                     | 13°—15°       | 3000                   | 15°—19°       |
| 2100                     | 10½°—12½°     | 2000                   | 10°—14°       |
| 1300                     | 6½°—8½°       | 1500                   | 7°—11°        |
| 800                      | 4°—6°         | 1000                   | 0°—3°         |
| 600                      | 1°—3°         | Below 900              | No advance    |
| Below 400                | No advance    |                        |               |

\*The static ignition advance angle must be added to these figures when testing the distributor on the engine.

| Vacuum Advance ... | Hg. in. | Dist. degrees | Crank degrees |
|--------------------|---------|---------------|---------------|
|                    | 18      | 7°—9°         | 14°—18°       |
|                    | 8½      | 5°—8°         | 10°—16°       |
|                    | 5       | 1°—4°         | 2°—8°         |
|                    | 3       | 0°—½°         | 0°—1°         |

No vacuum advance below 2 Hg. in.

Vacuum Advance Unit Marking: 4—14—8

**Centrifugal Advance***Sport Saloon*

Distributor Despatch No. 41132

Advance Curve No. ECM.857

| Decelerating on Test rig |               | Decelerating on engine |               |
|--------------------------|---------------|------------------------|---------------|
| Dist. r.p.m.             | Dist. degrees | Crank r.p.m.           | Crank degrees |
| 3500                     | 15°—17°       | 3500                   | 21°—25°       |
| 3200                     | 15°—17°       | 3000                   | 20°—24°       |
| 2200                     | 12°—14°       | 2000                   | 10°—14°       |
| 1500                     | 10°—12°       | 1000                   | 0°—4°         |
| 1200                     | 7°—9°         | 600                    | 0°—2°         |
| 600                      | 1°—3°         | Below 600              | No advance    |
| Below 300                | No advance    |                        |               |

Distributor Despatch No. 41190

Advance Curve No. ECM.883

| Decelerating on Test rig |               | Decelerating on engine |               |
|--------------------------|---------------|------------------------|---------------|
| Dist. r.p.m.             | Dist. degrees | Crank r.p.m.           | Crank degrees |
| 3000                     | 16°—18°       | 3500                   | 22°—26°       |
| 2000                     | 12°—14°       | 3000                   | 20°—24°       |
| 1000                     | 8°—10°        | 2000                   | 16°—20°       |
| 750                      | 4°—6°         | 1000                   | 0°—4°         |
| 500                      | 0°—2°         | Below 600              | No advance    |
| Below 300                | No advance    |                        |               |

\*The static ignition advance angle must be added to these figures when testing the distributor on the engine.

| Vacuum Advance ... | Hg. in. | Dist. degrees | Crank degrees |
|--------------------|---------|---------------|---------------|
|                    | 10      | 8°—10°        | 16°—20°       |
|                    | 3       | 0°—1°         | 0°—2°         |

No vacuum advance below 2 Hg. in.

Vacuum Advance Unit Marking: 3—10—10, both distributors.