

VW Distributor Repair

If your customer has trouble keeping a set of ignition points in his Rabbit, you'll want to check for excessive wear in the distributor shaft bushings.

Some of these will be so bad that giving the rotor a shake will tell you all you need to know. Your dwell meter will diagnose borderline cases.

Whenever replacing points, hook up your dwell meter and rev the engine. If the points are new and the dwell changes drastically as you rev the engine, the distributor shaft bushings are probably shot. This wear will cause driveability problems and shorten point life.

The good news is that you don't necessarily have to replace the distributor to correct the problem. Start by marking the location of the distributor before

removal. (If you forget you'll have to scratch time it.)

With the distributor out of the car, follow the procedure we've outlined.

When you reinstall the repaired distributor, be careful to align the notch in the distributor shaft with the lug on the oil pump. Don't force things here. Also be sure you install a new seal at the distributor base or you'll have a nasty leak.

The kit includes new bushings and a driver. It's certainly a lot cheaper than a new distributor.

Available from:

Schley Products
Circle No. 206



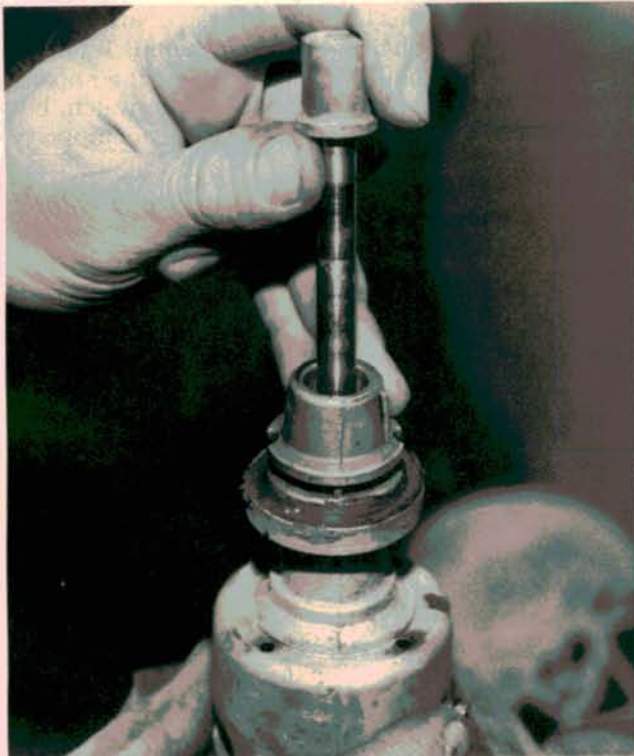
Remove the distributor from the car. Drive out the roll pin holding the drive gear to the shaft. You'll need to hold and support the gear. If you use a vise as shown, use soft jaws and don't overtighten or you'll crush or distort the gear.



Remove the vacuum advance and the screws holding the point plate. Rotate the point plate in the housing to clear the small locating bosses stamped in the housing. (This takes a little jiggling and wiggling the first time around.)



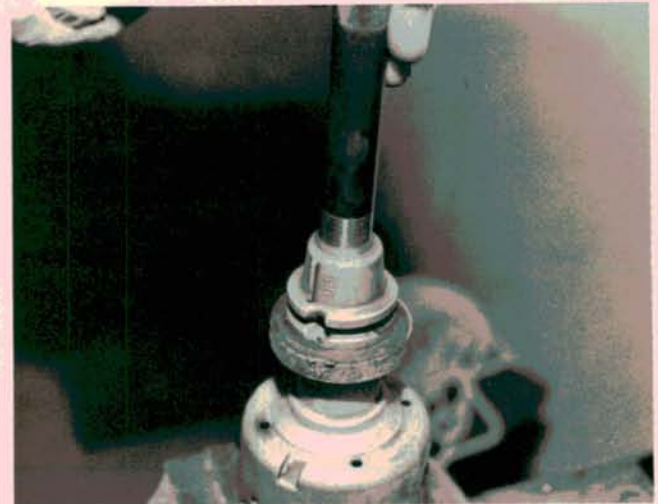
With the drive gear and point plate removed, the shaft pulls out of the housing. Take a moment here to examine the mechanical advance mechanism for sticking, binding, or missing/broken return springs. Also check the point plate for wear.



Support the distributor housing and drive out the old bushings with a suitable punch. Be careful not to score or damage the inside of the distributor housing. Thoroughly clean and inspect the housing for any signs of damage.



The instructions with the kit suggest that you soak the bushings in engine oil before installing them. Wipe away any excess oil and install the bushing on the driver.



Drive the new bushings, top and bottom. They take some force to drive, but if you have to strike them hard enough to damage them, check to see that you're square with the hole in the housing, and that there are no burrs in the bore.



Reassemble the distributor in the reverse order of disassembly. Spin the shaft. Check for a smooth rotation with no slop. Lube the wick with a few drops of light oil. Reinstall the distributor and recheck the dwell and timing.