

Instructions for Using Delco-Remy Battery Ignition Unit Package No. 1917333

Delco-Remy Battery Ignition Unit Package No. 1917333 contains the following parts (not including ignition coil*) necessary to replace magneto on John Deere farm tractor Models A, B, and G. (For older tractors requiring coupling with longer tang, purchase optional coupling 1922980.)

Part Number	Name	Quantity
1111558	Distributor	1
1995625	Switch	1
1990649	Knob—Switch	1
1904572	Washer—Switch Mounting	1
138542	Lock Washer—Switch Mounting	1
812479	Nut—Switch Mounting	1
431544	Nipple	3
1917542	Bracket—Coil Mounting	1
805790	Washer—Coil Mounting	2
2070940	Clamp—Distributor Mounting	2
122168	Bolt—Distributor Mounting	1
134566	Nut—Distributor Mounting	1
805790	Washer—Distributor Mounting	1
131099	Lock Washer—Distributor Mounting	2
821411	Sleeve	6
200007	Clip	6
1846034	Clip (Packard Number)	2
829833	Clip	3
214018	Bolt—Coil Mounting	2
120214	Lock Washer—Coil Mounting	2
810492	Washer—Coil Mounting	2
1917543	Cable—7 mm (6-ft. long)	1
1885629	Cable—#14	1

* For peak performance and maximum contact point life use the Delco-Remy Ignition Coils listed below. These are specially engineered for farm tractor installation and are oil filled and hermetically sealed.

6 volt tractors use Delco-Remy Ignition Coil No. 1115381

12 volt tractors use Delco-Remy Ignition Coil No. 1115043

To make replacement proceed as follows:

1. Remove spark plug from left hand cylinder (cylinder on flywheel side). Place finger over spark plug hole. Rotate flywheel by hand in running direction until pressure is noted indicating piston coming up on compression stroke. Continue rotating flywheel until timing marks align. (See note below.) Do not move flywheel from this point until installation is complete.

NOTE: (a) Tractors with exposed flywheel align "L.H. IMPULSE" mark stamped on flywheel with timing mark on tractor.

(b) Tractors with enclosed flywheel align indented mark on flywheel hub with timing mark on flywheel cover.

2. Disconnect leads and remove magneto from engine. Take care to prevent damage to the mounting gasket.
3. The Delco-Remy Battery Ignition Unit mounts in the same position as the magneto with spark plug lead outlets forward. Remove Battery Ignition Unit cap and turn rotor tip up (toward L.H. Cylinder Outlet). Mount unit using short magneto mounting bolt and bolt, nut, washers and hold-down clamps provided in package. Replace old gasket if necessary. Do not tighten unit securely at this point.
4. Remove rotor and dust cover exposing contact points. Rotate complete unit clockwise or counterclockwise in its mounting until contact points just begin to open. Tighten unit securely. Reinstall dust seal, rotor and cap. Unit is now timed.
5. Install ignition coil mounting bracket under studs of fan shaft housing with flange forward. Mount ignition coil on bracket. Attach coil with outlet and terminals toward rear of tractor.

NOTE: On 1946 and earlier Model "B" tractors, ignition coil mounting bracket must be installed on flywheel side of fan shaft housing. Install with flange forward. To mount ignition coil, first remove coil attaching bracket from coil case. Replace attaching bracket on coil in reversed position, and relocate near bottom of coil case. Attach ignition coil to mounting bracket with outlet and terminals forward.

6. Install ignition switch at any convenient location on instrument panel. Drill $\frac{3}{8}$ " hole and mount with terminals down.
7. Make up necessary leads from materials furnished and make connections as follows:

Ignition switch terminal to ammeter.

Remaining ignition switch terminal to negative "-" terminal of ignition coil.

Ignition coil positive "+" terminal to primary terminal on side of Battery Ignition Unit.

Make new high tension leads to spark plugs and install nipples provided in package. L.H. cylinder lead to top outlet of unit. R.H. cylinder to bottom outlet of unit.

Make high tension lead from outlet of ignition coil to center of unit.

Recheck wiring connections with wiring diagram Figure 1.

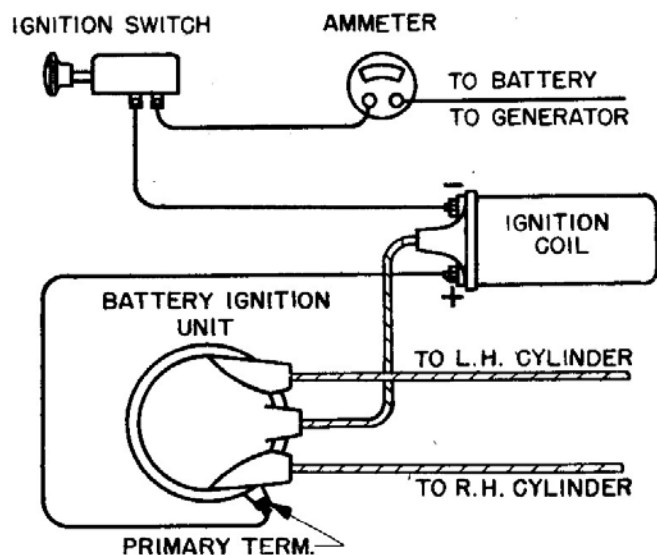


Figure 1

LUBRICATION

This distributor has built-in lubrication in the form of a porous bushing surrounded by a reservoir of oil at the distributor shaft (Figure 2). During initial assembly of the distributor, this reservoir is filled with Grade 20 W oil. During operation of the distributor, the oil seeps through the bushing and provides shaft lubrication. Proper lubrication with a porous bushing depends upon a uniform predictable seepage of oil through the porous structure of the bushing. It is very important to use only the grade of oil specified for the oil reservoirs, Grade 20 W. Under no circumstances must grease be used in the oil reservoir. Normal refilling of the oil reservoir is required each 200 hours of operation although more frequent refilling may be necessary when unusual heat or other operating conditions are experienced. When replacing oil plug after refilling the oil reservoir, seal with a compound that will hold against oil.

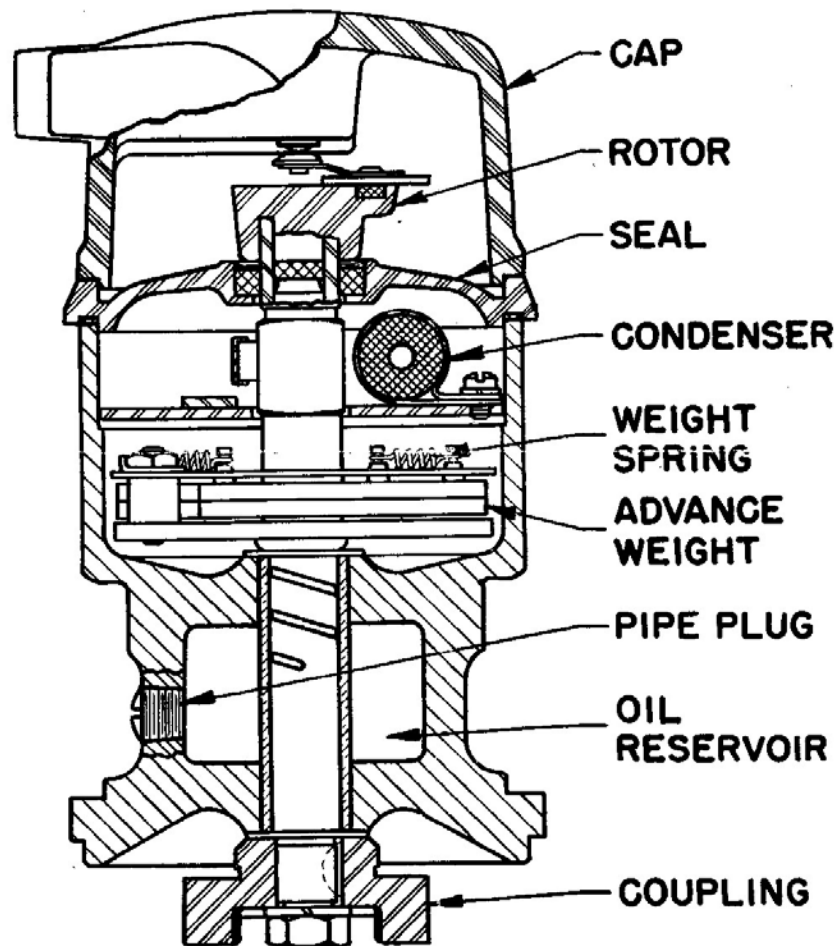


Figure 2

A trace of Delco-Remy Cam and Ball Bearing Lubricant should be placed on the breaker cam every 100 hours of operation. Every 100 hours also add 1 to 2 drops of light engine oil (10 W) on the breaker lever pivot and 3 to 4 drops on the felt wick under the rotor. **AVOID EXCESSIVE LUBRICATION.** If too much oil is used, the excess is apt to get on the contact points and cause them to burn.

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