



Parts, Servicing, Repairs and Restoration for all classic Citroens.

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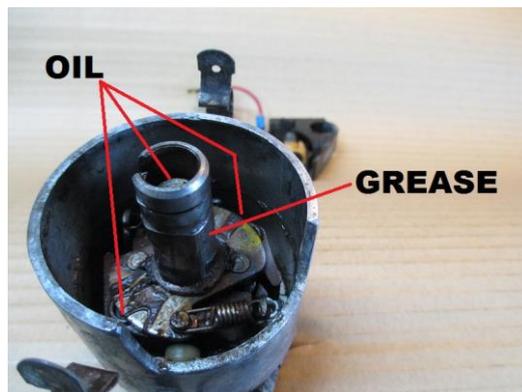
Fitting and adjusting the cassette type points in later S.E.V Marchal distributors.

You will need a multi meter with dwell function to be able to adjust these points. Do not attempt it until you have one. A dwell meter measures the amount of time the points are closed and the spark current is building in the coil and this is expressed in either degrees or percentage, depending on your meter. The only other tool you will need is a 3mm Allen key to adjust the points, no tools are required to remove and refit the points or condenser. You will of course need the usual tools for checking and resetting the ignition timing as required.

This info sheet is primarily for adjusting the cassette points fitted to Citroen D Models and H Vans, although the same principle applies to other makes and models which use these points.

The dwell angle you need to achieve for both D and H models is 59 degrees, plus or minus 2 degrees. This equates to 66% for 4 cylinder engines.

To remove the old points cassette and condenser, first remove the distributor cap and rotor arm, then unplug the earth wire from the bottom of the condenser and disconnect the wire that runs from the coil to the top of the condenser (connection types here can vary). The whole assembly consisting of the cassette, condenser and condenser holder can then be lifted up out of the distributor and dealt with on the bench. At this point put a smear of grease on the distributor cam and a few drips of engine oil on the top of the shaft and on the pivot points of the advance weights inside the distributor.



The points cassette slips easily off the spigots which hold it and the condenser slips upwards out of its holder. The new points cassette may need the contacts cleaning with a little contact cleaner or similar prior to fitting, especially if they are old stock. Connect your new points cassette to the new condenser just like the one you took out. Sometimes the new condensers come with the terminals the wrong way around for your application. If this is the case with yours, and these are held on with a nut, it is easy to undo the nut and flip the terminal over to the other side. If the terminals are held on with solder it is still possible to swap it over if you have a soldering iron, otherwise your supplier may be able to supply an alternative.



Once the new cassette and condenser are connected to each other, slip the condenser back into its holder and the cassette onto its spigots and slip the whole assembly back into the distributor and connect the earth wire to the bottom of the condenser. Connect your dwell meter (red lead to top of condenser or negative side of the coil and black lead to earth) and start the engine. Usually the points cassette is pre-adjusted enough to run the engine.



Read what the dwell reading is and adjust as required. If it is less than 59 degrees or 66%, the contact gap is too wide and needs to be adjusted by turning the adjustment screw clockwise. 2 clicks of the screw equates to 1 degree of dwell change. If the dwell angle is more than 59 degrees or 66%, the contact gap is too small and the adjustment screw needs to be turned anti-clockwise. You cannot access the screw with the cassette assembly fitted to the distributor in most cases, so it needs to be removed again, adjusted a bit and refitted. Repeat until the desired setting is achieved.

Then check and reset the ignition timing in the normal way with a strobe light on a D Model or with the peg in the timing hole on an H van.