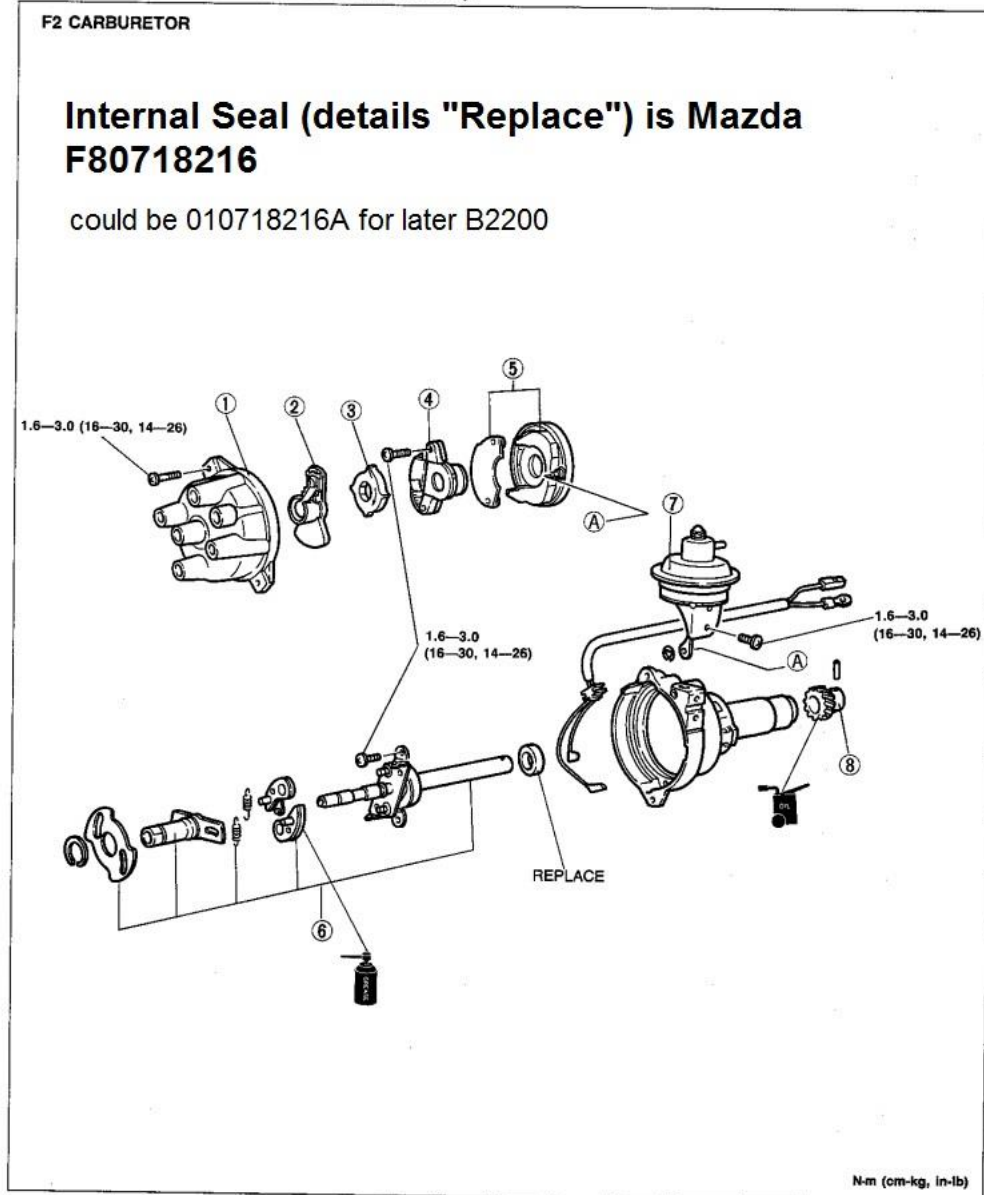


Mazda B2200 Distributor write up

DISASSEMBLY AND ASSEMBLY

1. Disassemble in the order shown in the figure.
2. Assemble in the reverse order of disassembly.



1. Cap
2. Rotor
3. Reluctor

4. Pickup coil with igniter
5. Breaker
6. Governor set

7. Vacuum control unit
8. Driven gear

G-27

Numbers in this write-up correspond to the factory diagram above

Take off distributor cap

Rotate engine to TDC #1; distributor rotor will point to just past 9 o'clock position

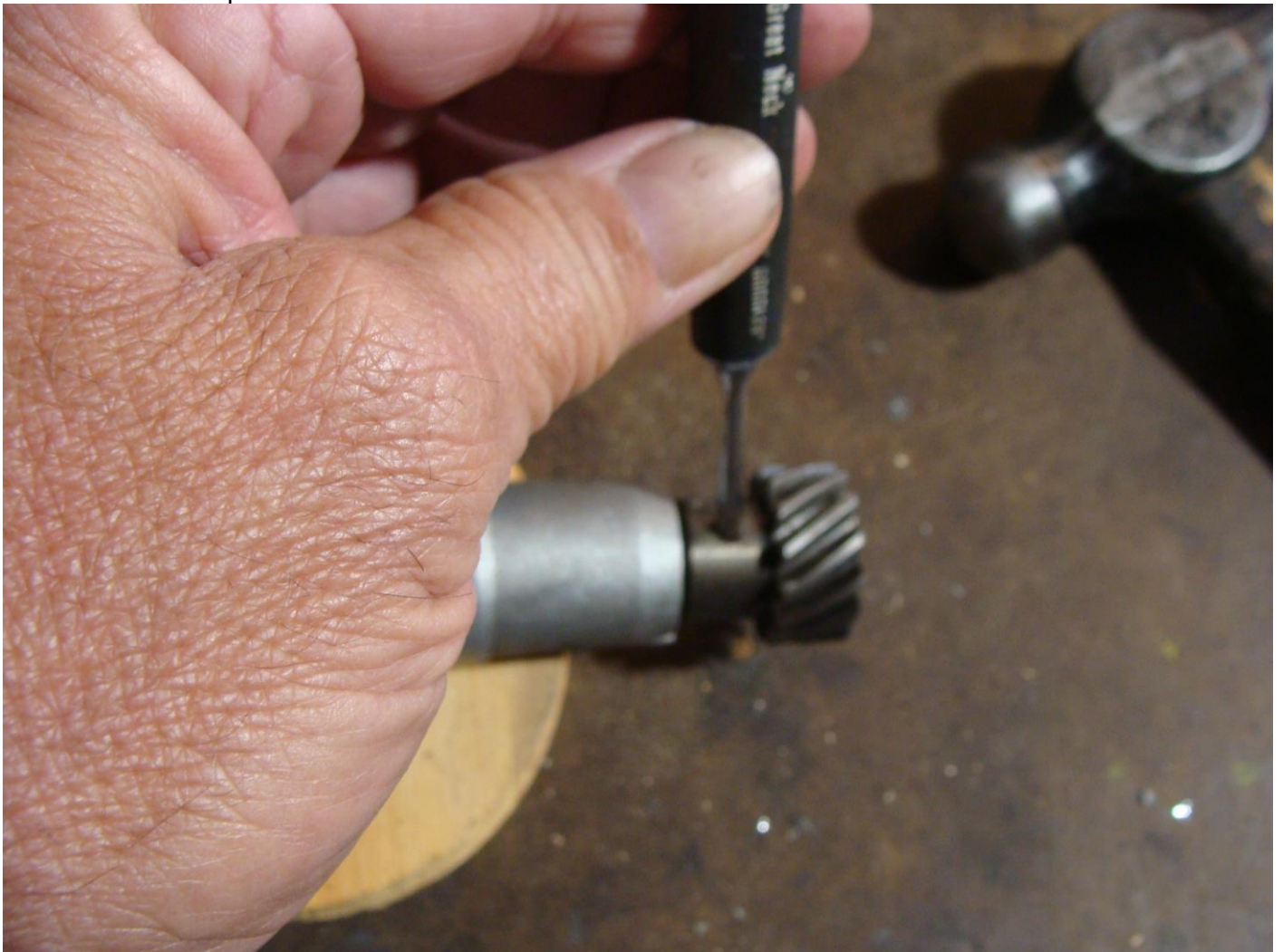
Remove wires from the coil terminals; blue goes to coil negative terminals, others to positive

Mark position of the distributor body/distributor retaining bolt with paint pen (or you'll need to check/set timing afterwards)

Remove distributor rotor #2 and plastic cover (not shown in diagram)

Mark the position of the gear #8

Support the distributor shaft on a block of wood and use a punch and hammer to tap out the roll pin from #8; do not lose the roll pin

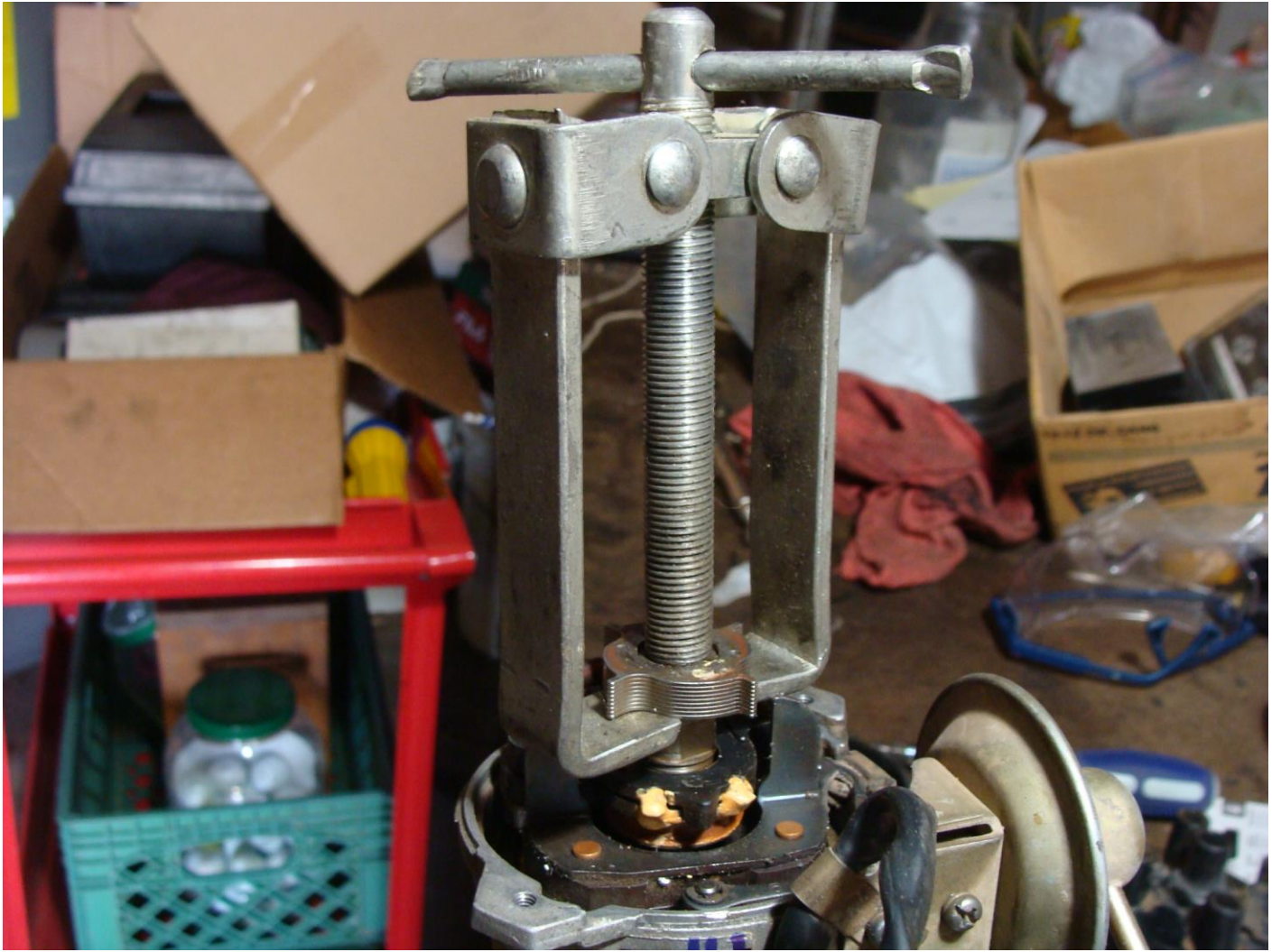


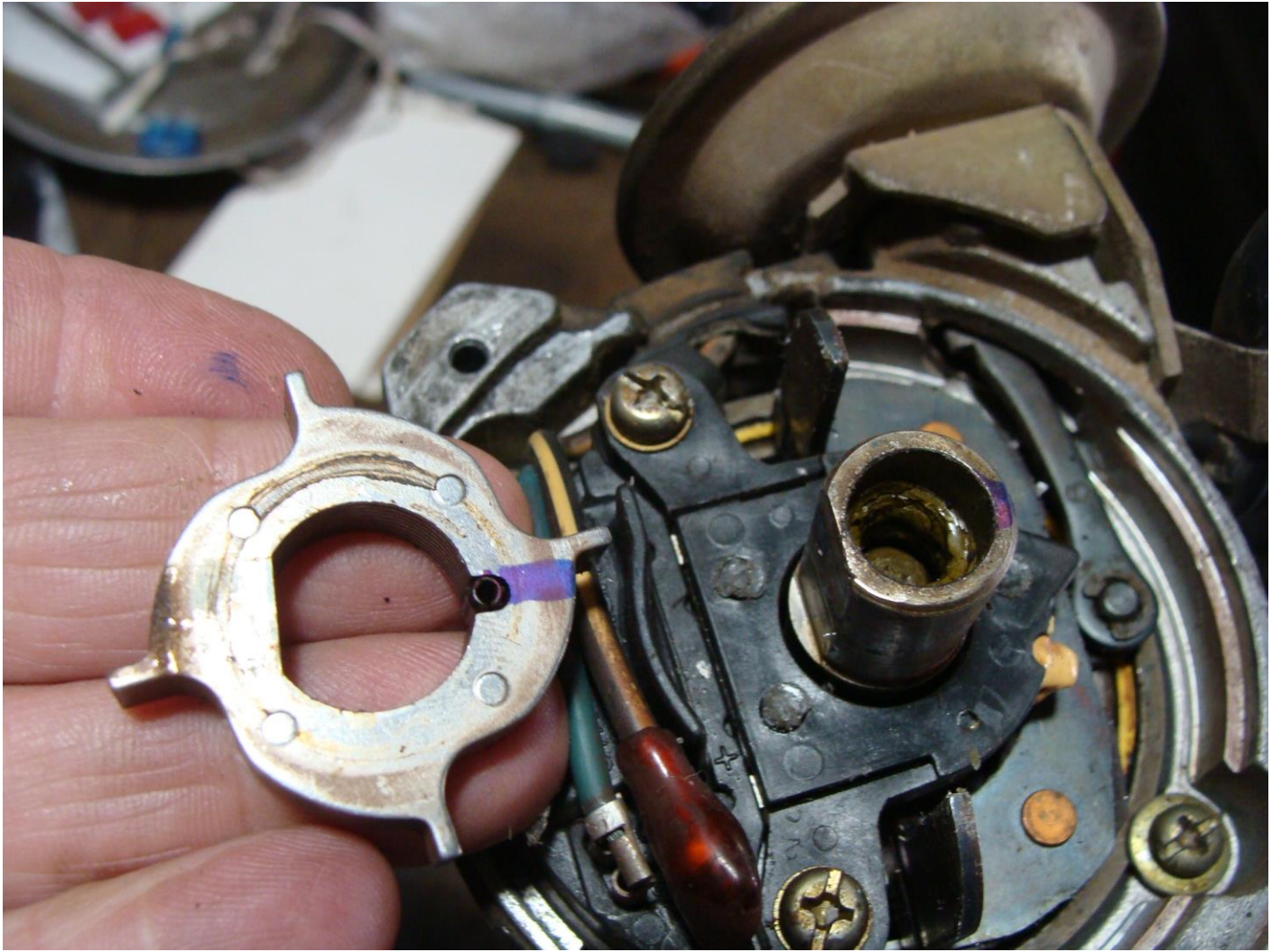
Pull off gear #8

Pull off the 2 wires from #4, note their position; loosen the screw for mounting the capacitor wire to the distributor base by the adjustment slot, and remove the wires

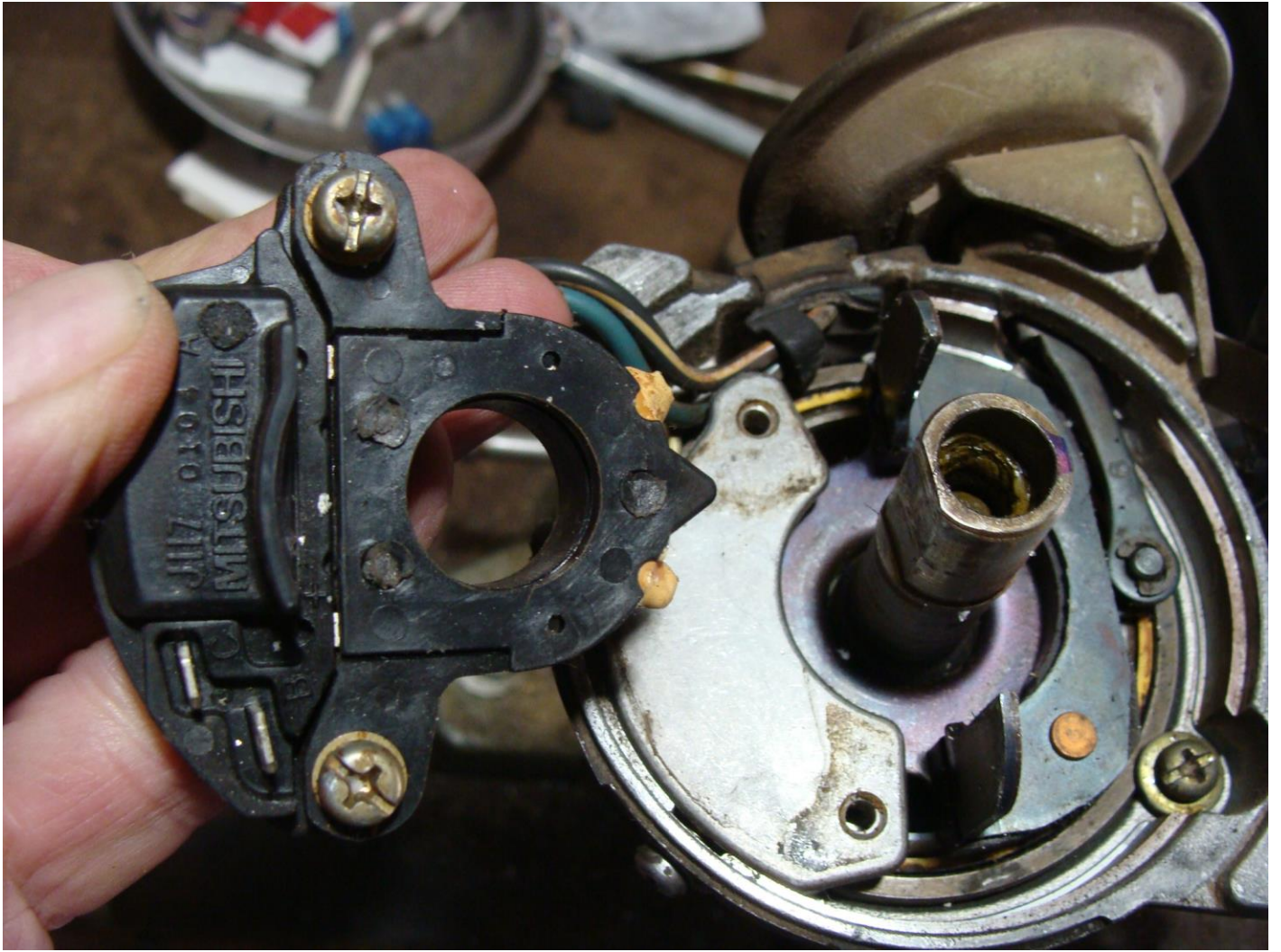


Write "TOP" on top of the reluctor #3. Pry up the #3 using a big screwdriver levered on a screw holding down #4 (or use 2 screwdrivers); and you might need to use a battery terminal puller. Be careful not to lose the small roll pin. Don't worry if the reluctor "leaves" separate at this time, just keep in order.

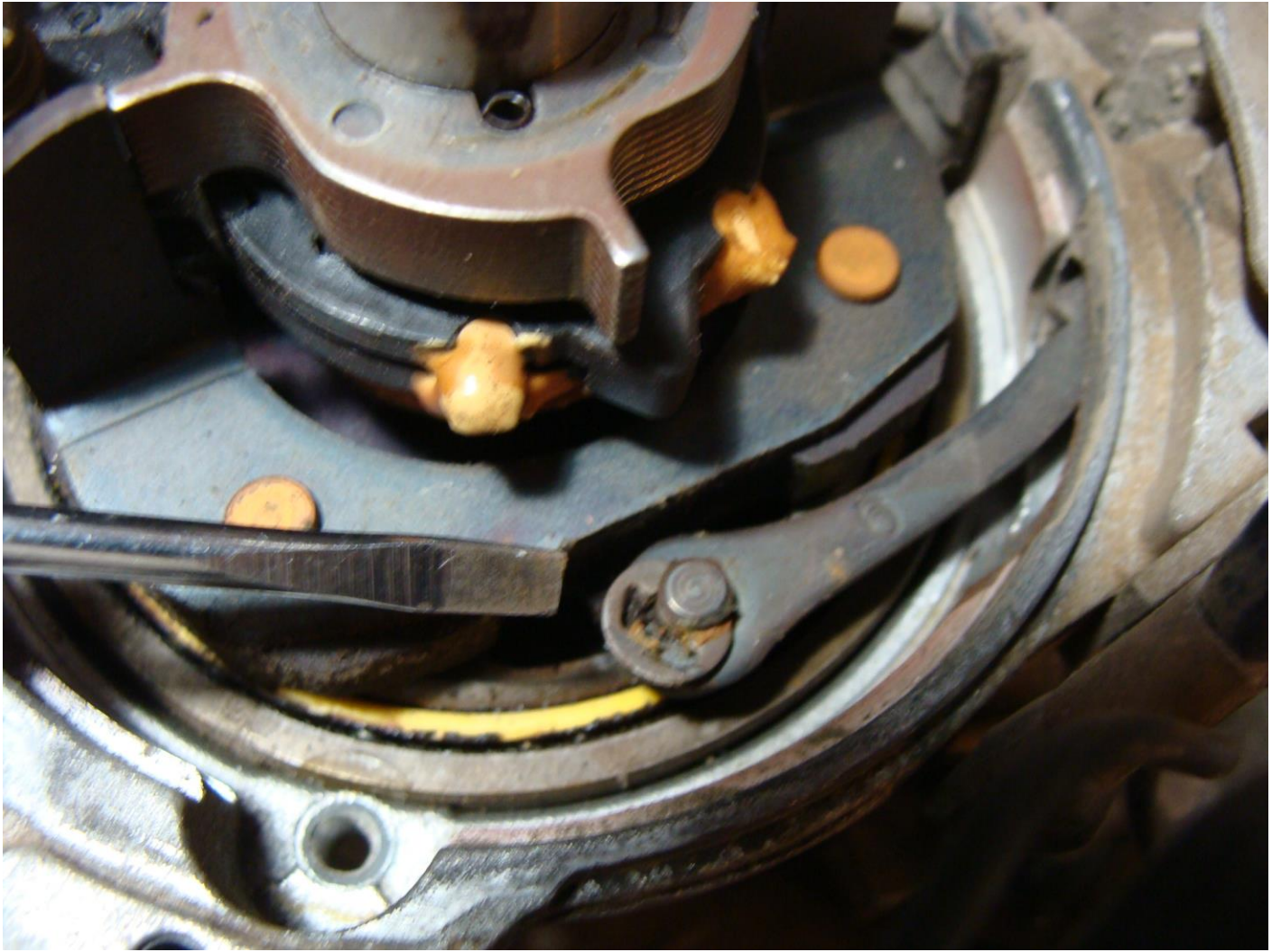




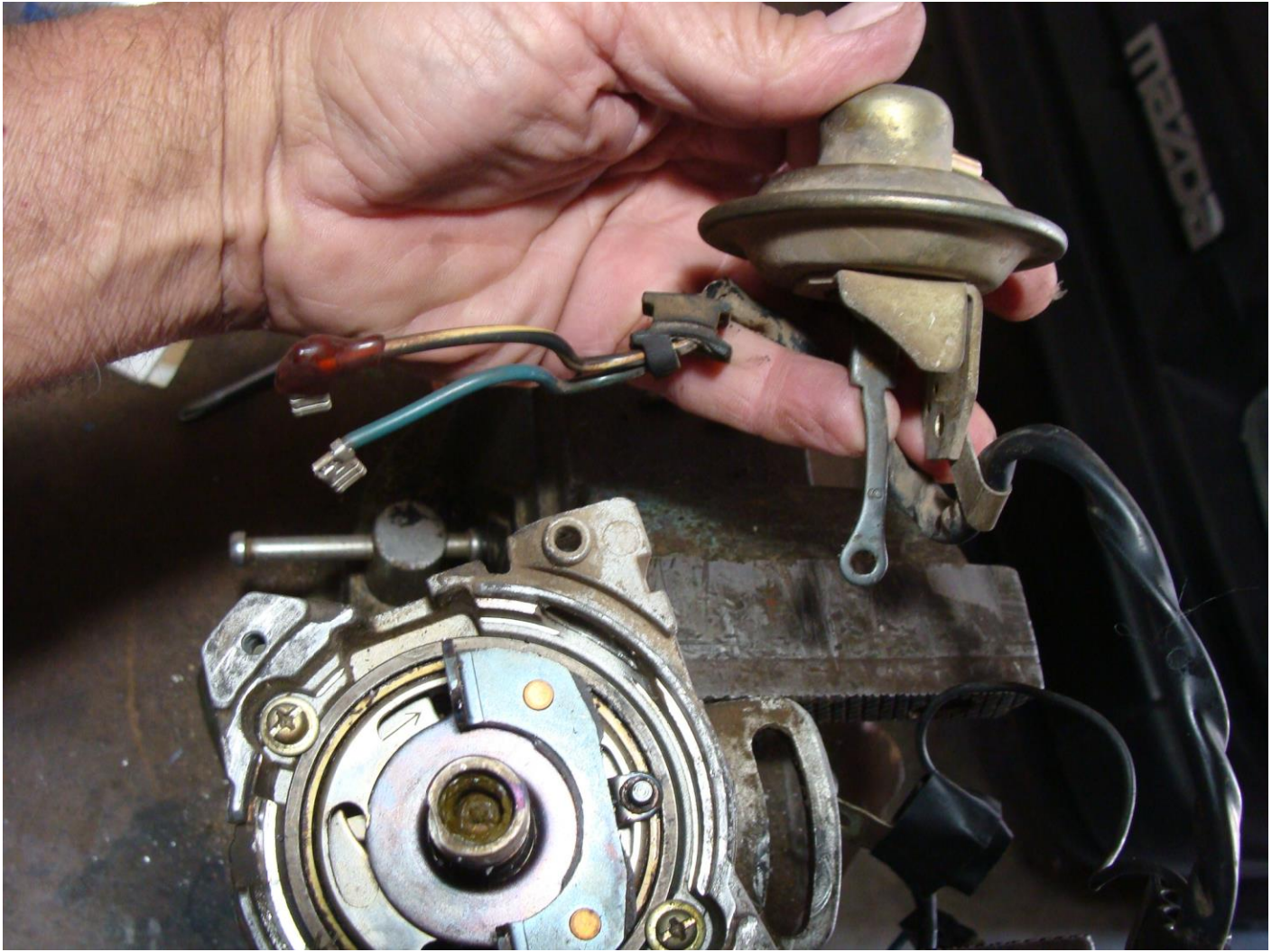
Remove 2 screws and pull off the pickup and ignitor off as a unit



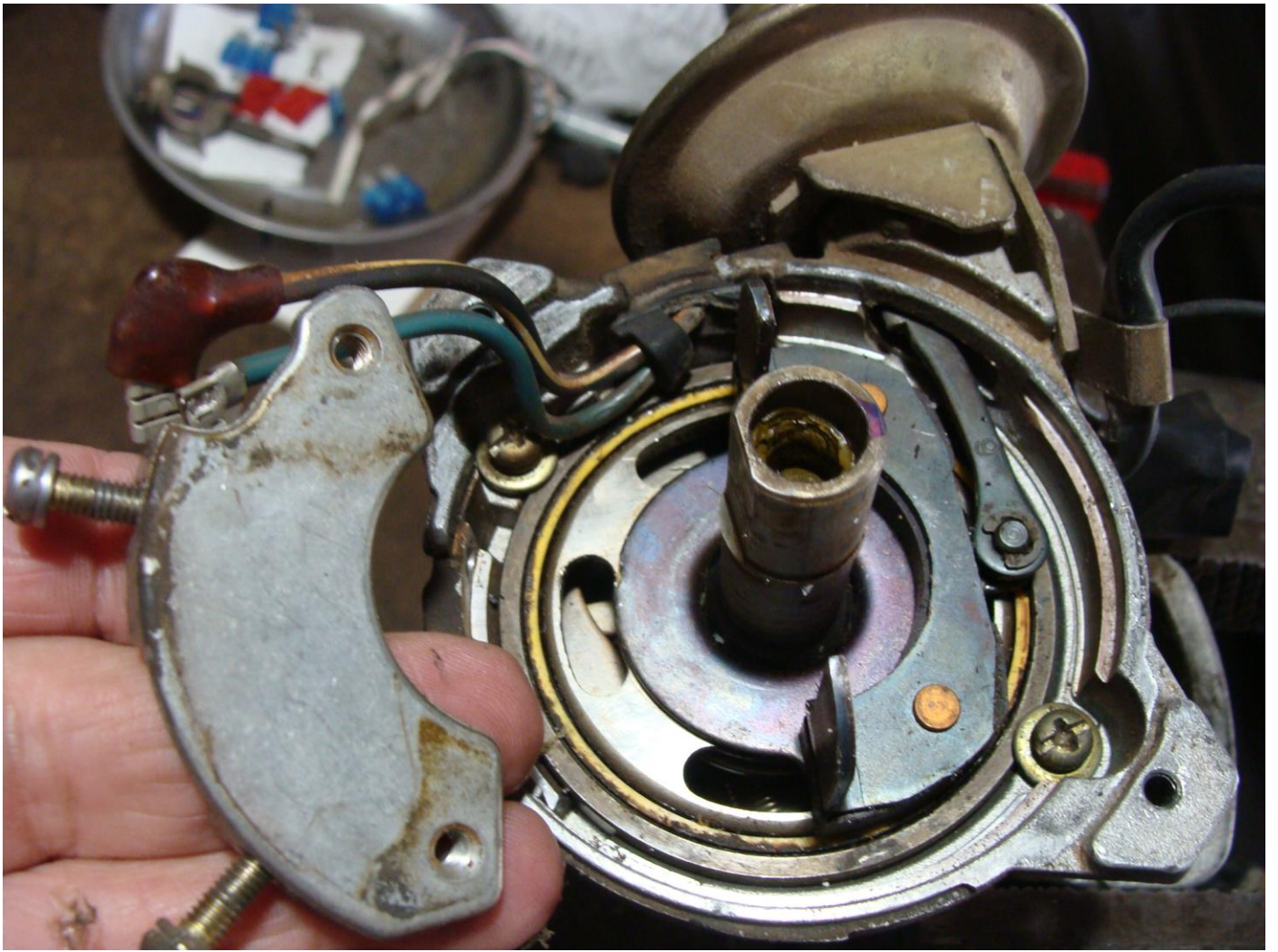
Remove the tiny E-clip holding the vacuum advance lever in place; do not lose



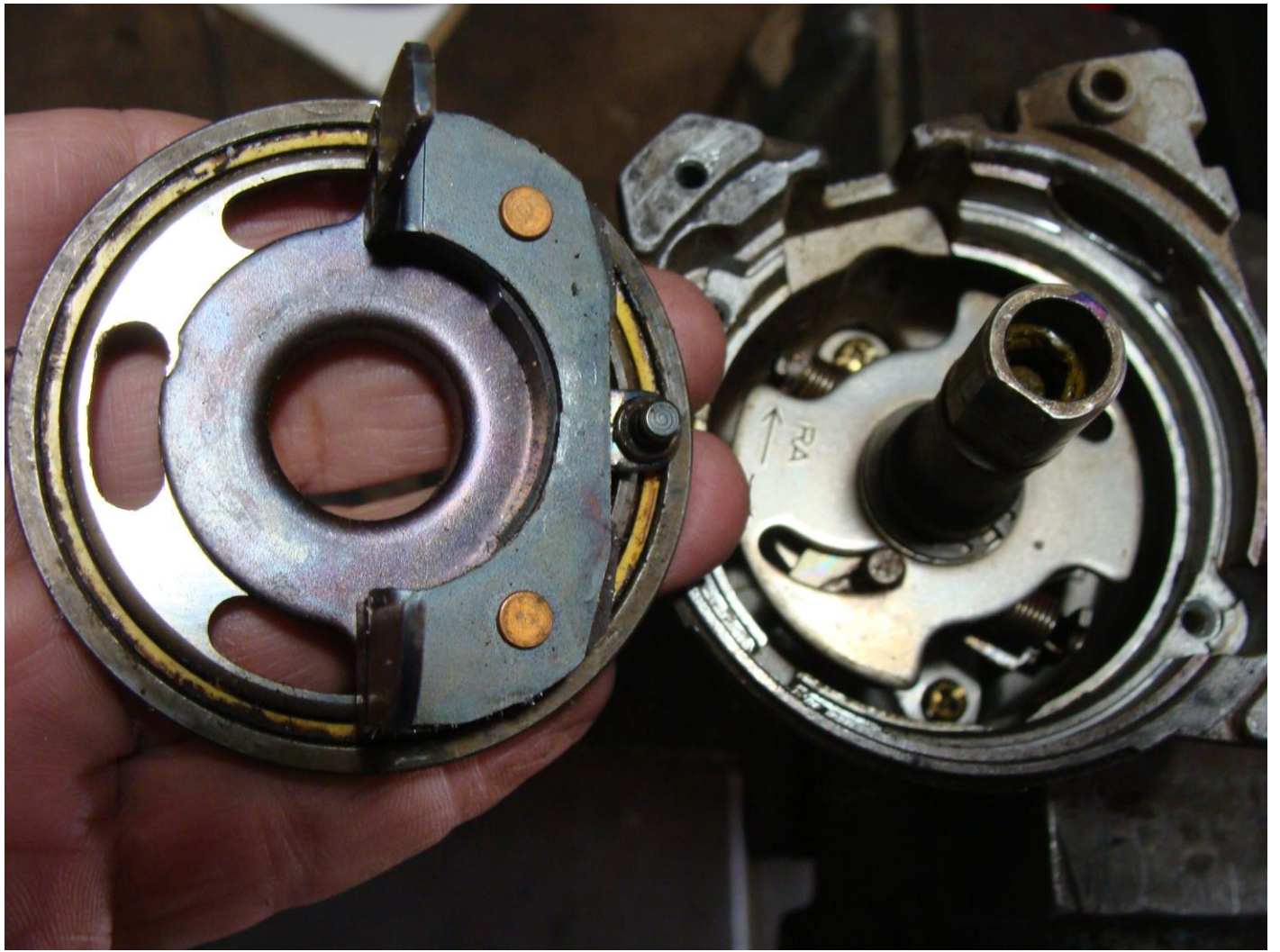
Remove 2 screws holding the vacuum advance can #7 in place; remove the vacuum advance can

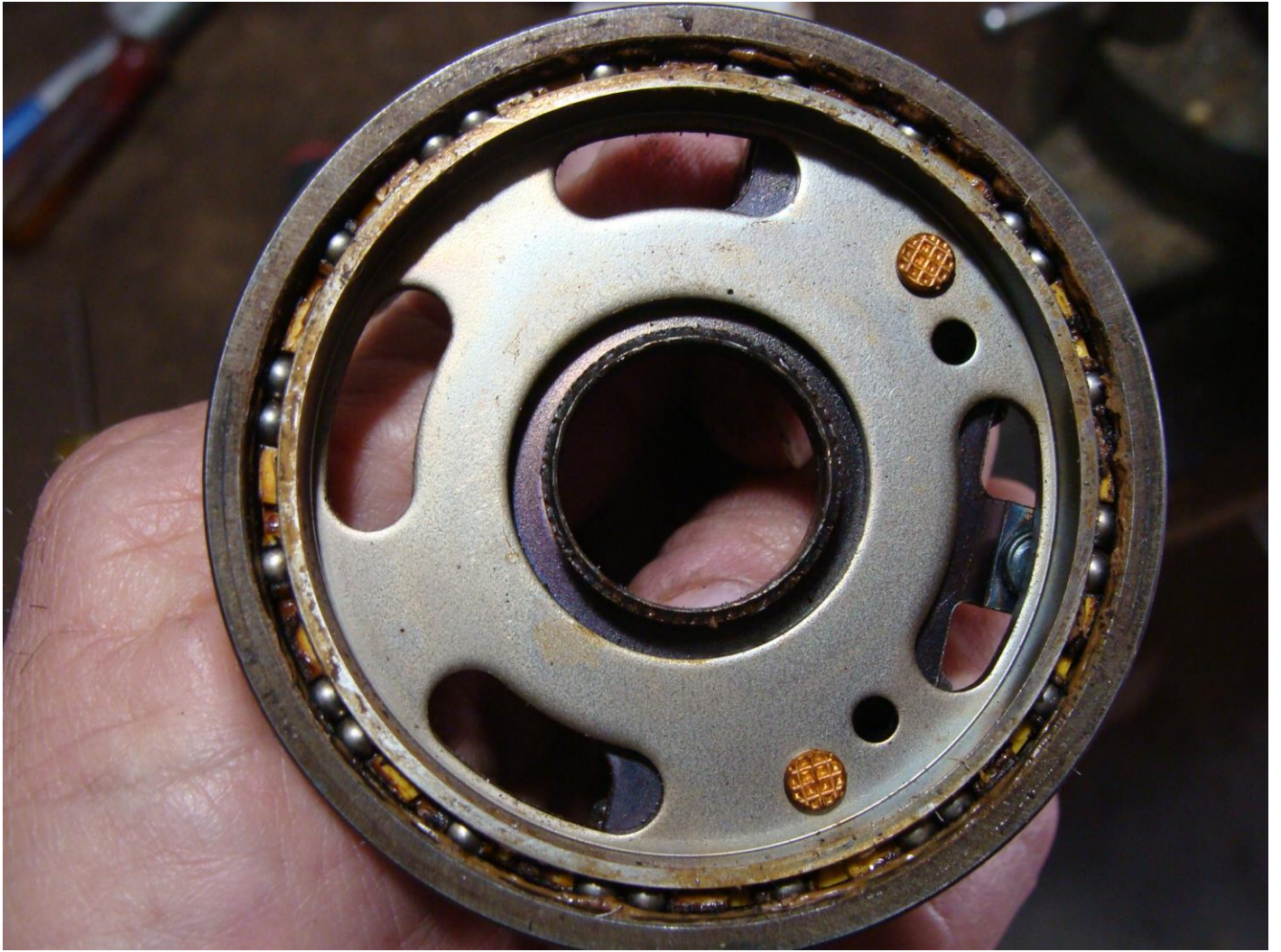


Remove 2 screws holding the aluminum plate over the breaker #5, and remove that plate.



Remove 2 screws and remove the breaker; note that it has tiny bearings on its underside which may need cleaning and greasing. Once this is removed the 2 screws holding #6 vacuum control unit will be visible

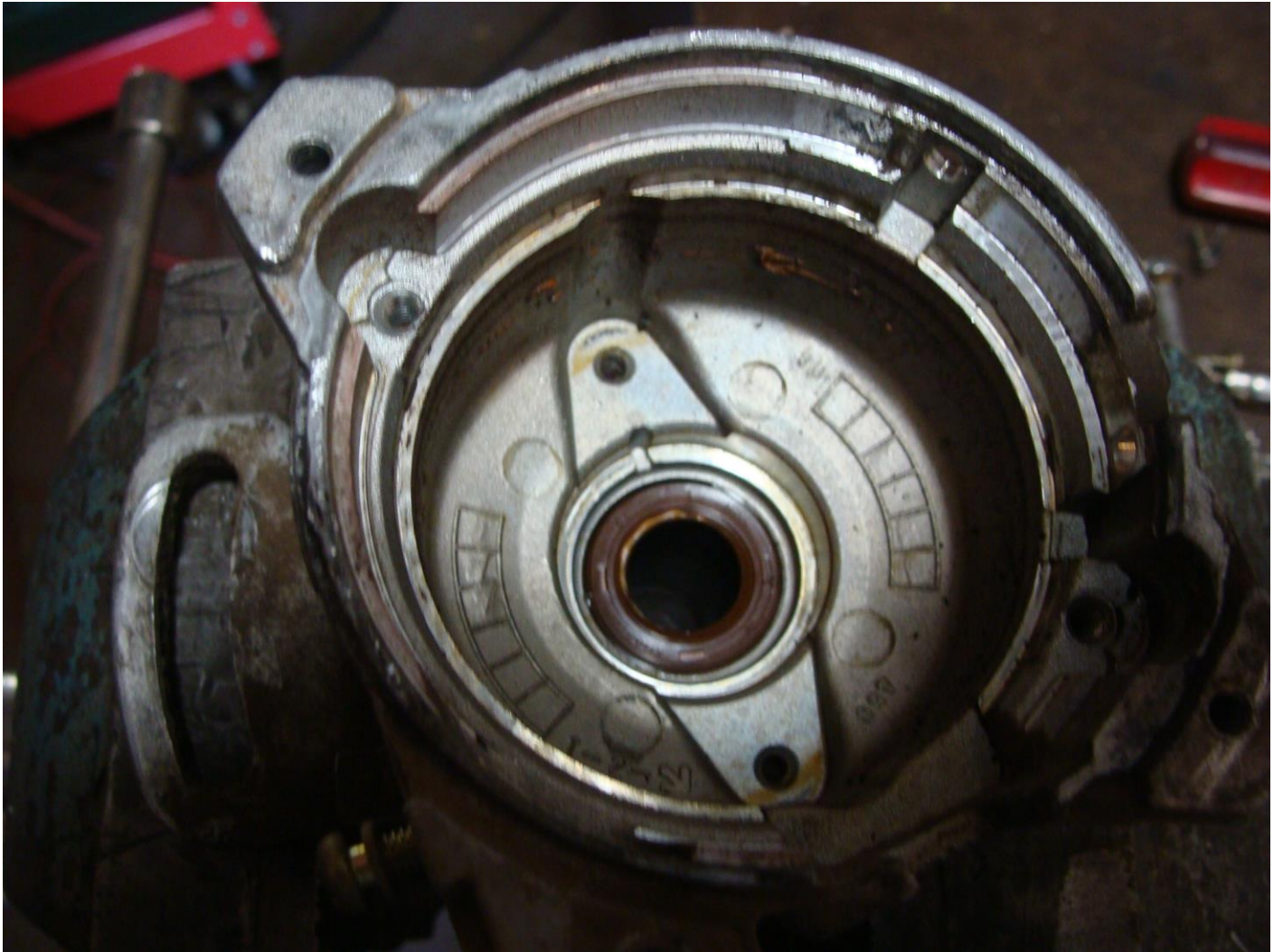




Remove the 2 screws that hold #6 in place

Tap the bottom shaft to remove #6 from the distributor body

Remove internal oil seal



Tap replacement oil seal into place; can use thin coat of Permatex Aviation on the outer surface of the seal

Grease inner surface of the internal seal; oil the shaft of #6 and insert through the new internal oil seal

Re-assemble in reverse of disassembly; I used a 15mm deep socket to tap the reluctor back down, then inserted the tiny roll pin

Use a new external shaft O-ring if necessary; make sure to install distributor properly. This means lining up the distributor rotor at about the 10:30 position so it will turn as you insert it to again line up just over the 9 o'clock position