

Supplemental Information & Instructions for Premium Ignition Rotors

151-805 or GRA2101HQ for 25D4 distributors (MGT, MGA, SPM 948-1275, TR2-4A)
151-865 or GRA2114HQ for 43B & 45D distributors (MGB 75-80, Midget/Spitfire 1500, XJ6 74-79)
872-785 or GRA102HQ for 25D6 distributors (Healey 100-6/3000, MGC, TR250, TR6 to 1974)

About these rotors.....

Here in the US, there is a small shop that has been restoring and rebuilding Lucas distributors for many years. This is a very small operation, and their reputation for quality work is well established. They back up their work with a standard three year warranty. They began experiencing problems with the readily available ignition rotors. Specifically, they either would fail totally on the road, or they would introduce a miss that proved difficult to cure. Rather than reduce their warranty period, they went after the root cause and paid to have brand new rotors made to their specifications. This is another example of how a small shop can react more quickly to a problem than we can. We are happy to be able to offer these rotors to our customers.

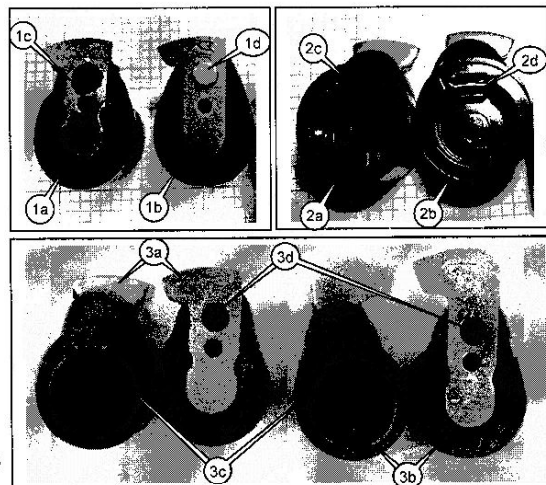
Why Do Other Rotors Fail?

Rotor arms manufactured over the last decade are not exactly like the Lucas rotors (1a, 2a) made in the 50s and 60s. Specifically, these rotors (1b, 2b) have more carbon black in the plastic, which increases the conductivity of the material. On top of that, the original contact was molded into the body of the rotor (1c) while replacement rotors use a rivet. The lower end of the rivet is very close to the spring clip (2d) on the underside of the rotor. There is simply not a lot of insulating material separating the tip of the rivet and the spring clip. The high energy spark from the coil (30,000 volts or more) will always follow the path of least resistance. In some of these rotors, this path goes from the tip of the rivet, through the thin layer of more conductive plastic, through the spring clip on the underside of the rotor arm, finally grounding out on the shaft of the distributor. Initially when this happens one or more of the spark plugs will fail to fire.

This "miss" will sometimes heal itself if the engine is given a chance to cool off, but it always comes back, and in the end, the rotor will simply short out completely, which could leave you stuck on the side of the road.

Why Are These Rotors Better?

The Premium Ignition Rotors we offer for Lucas distributors are based on the rotors made by Lucas in the 1960s for 4 and 6 cylinder applications. These rotors (3a, 3b) are manufactured from a highly non-conductive resin ideally suited for modern high-energy ignition systems. The brass contact is molded to the body when the body is made, eliminating the rivet. There is no chance for the contact to ground through to the distributor shaft. The socket is precisely sized, which, combined with the spring clip (3c), ensures that the rotor fits tightly on the distributor shaft. All of these factors combined make these Premium Rotors far superior to the other rotors available at this time, and this is reflected in the fact that they are warranted against defects in material and/or workmanship for three years.

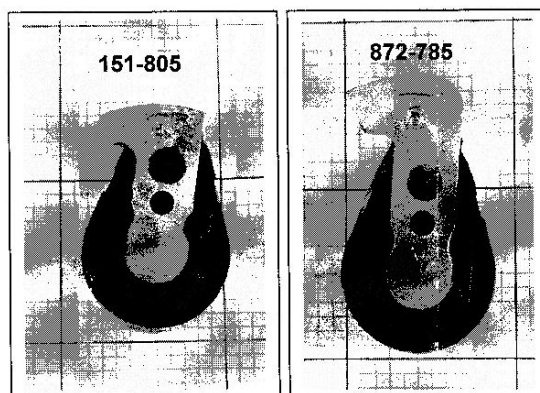


Do They Really Work?

Yes. If the ignition problem you are having is caused by the internal short in the rotor, these new rotors will absolutely cure the problem. Feedback from staff at Moss (both in the US and in the UK) is all favorable. A number of shops have reported success curing a troublesome miss by replacing what appeared to be a perfectly good rotor with one of these Premium Rotors.

Installation Tips

After years of use, the top of the distributor shaft may have been repeatedly cleaned with wire brushes or emery cloth. Our supplier, who sees hundreds of used distributors every year, reports that it is quite common to see distributor shafts with a smaller outside diameter. As a result, a new rotor at the upper end of the original tolerance range may not fit snugly on the shaft. These Premium Rotors have a tighter tolerance on the inside diameter with less variation between rotors, both of which help ensure a snug fit on a used distributor shaft.



Although every effort has been made to ensure the clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> if you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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Instruction Sheet 151-805_GRA2101HQ_151-865_GRA2114_872-785_GRA102HQ June 2009