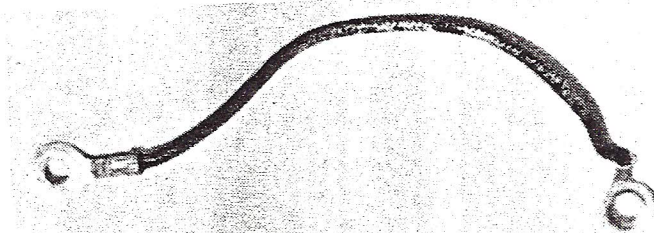


## DISTRIBUTOR GROUND WIRE

A member who would probably prefer to remain anonymous wrote recently to say that he had just finished overhauling XPAG/TD2/LHX/12113. Although he didn't have any nuts, bolts or minor parts left over, he did have one small wire left over and couldn't figure out where to put it.



*The Mysterious Leftover Wire*

Judging from what I've seen of other members' cars, this same wire must be left over after most overhauls and mislaid or thrown away because the mechanic couldn't remember where it came from.

The wire in question is usually six to nine inches long, more or less, and has a 1/4 inch terminal on one end and a 5/16 inch terminal on the other. It doesn't appear in any wiring diagram I've ever seen, but in the TC and TD parts manuals it is listed as part number X31173 and is called the

"Distributor Earthing Wire".

This wire was supplied on the TB, TC and early TD (to XPAG/TD2/20941) because without it there is no really dependable ground connection between the distributor and the engine block. On those early engines the distributor clamp prevents the distributor from rotating in the block, but it still allows a certain amount of vibration and up and down movement. There is no really solid, permanent metal-to-metal contact between the two, so it is theoretically possible for the ground connection between them to be broken momentarily. If this happens, the engine will misfire. The ground wire, connected between the distributor clamp bolt and the center camshaft bearing locking bolt, provides a permanent, unbreakable connection.

The ground wire is really only a precautionary measure; as he tries to figure out why it won't run right.

Engines from XPAG/TD2/20942 don't need the ground wire, because the cotter bolt clamping arrangement used on these later engines holds the distributor firmly in place and provides good metal-to-metal contact.