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systems work by pulling

the points upper

mounting plate around a

pivot on the fixed-

position lower plate.

Earlier vacuum-advance

canisters have a bolt in

steel line rather than a

hose connection.

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Depending on the year
and vehicle, the later
hose-connection
canisters may have had

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Hoses and Valve Assy.
(Distributor Vacuum
Advance Control) - 6
Cylinder 240 1970-1972
F100 with M/T and w/o
A/C. 1539 x 1024,
219K: Distributor
Vacuum Hoses - 8
Cylinder 302 1971-1972
F100 with M/T. 1307 x

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1024, 212K: Vacuum
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8 Cyl- 360, 390 engine
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...

Now there's still a
problem when trying to
hook up the vacuum

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advance. I hooked up a hand vacuum pump to the advance module and very slowly gave it vacuum at idle. At 5* advance, the idle picked up a bit and it still ran smooth. At 7*, the engine started to run rough. Any more than that and it will kill the engine.

Vacuum advance using

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manifold vacuum | 460

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The vacuum advance mechanism allows the distributor to vary the spark timing to compensate for the load and speed requirements of the engine. During light loads on the engine, the cylinders burn leaner and require the spark to be initiated earlier in order to obtain

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Advance Diagram How to Adjust Vacuum Advance Timing | It Still Runs

The added ignition timing from the vacuum advance allows the lean cruise mixture to achieve as complete a burn as possible during the power stroke and maximize engine efficiency. But how

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does the ... Vacuum
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Fig. 5: Vacuum hose routing for the TCS system 1970 6-cylinder engines; Fig. 6: Vacuum hose routing for the TCS system 1970 8-cylinder engines; Access our GM Firebird 1967-1981 Vacuum

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The second way to test

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the vacuum advance does not require a pickup timing light. With the engine off, remove the distributor cap and use a vacuum hand pump to operate the advance mechanism. The diaphragm moves a rod that turns a sliding plate at the base of the distributor, which can be seen with the naked eye.

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GM Full-Size Trucks
1980-1987 Vacuum
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Driving with a vacuum

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gauge is also a handy tune up tool. Each engine and vehicle may have a different vacuum range at lets say 55 mph...vacuum will drop into 5-10 inches on a loaded engine drive cycle. Gear ratios: I have noticed over the years that many hot rod owners don't know what their gear ration in the rear axle actually is.

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Engine Assembly - 6
Cylinder 240 and 300 -
Typical 1965-1972.
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Related Parts, External
6 Cylinder 240 and 300
engines 1965-1972.

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Engine Assembly - 8
Cylinder 352, 360, 390
(FE) - Typical ...

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⋮
Diagram
The Ford 352 V8 was first introduced in 1958 and would stay in the Ford lineup up through 1966. The 352 also was part a long-running series (1958-1976) of Ford engines known as the “FE” which means Ford-Edsel. For 1958, the 352 would be the

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only engine used in the
second generation
Thunderbird until the
Ford 430 made its
appearance a year ...

Ford 352 V8 Engine
Specs, Firing Order and
Information ...

They may have a
vacuum advance or a
centrifugal advance.
These mechanisms
advance the timing in

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proportion to engine
load or engine speed.
Spark timing is so
critical to an engine's
performance that most
cars don't use points.
Instead, they use a
sensor that tells the
engine control unit
(ECU) the exact
position of the pistons.

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Features detailed instruction in service, troubleshooting, and repair procedures for emission systems, tune-ups, and vacuum diagrams on models built 1984 to 1986

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Ford was unique in that it had two very different big-block engine designs during the height of the muscle car era. The original FE engine design was pioneered in the late 1950s, primarily as a more powerful replacement for the dated Y-block design. What began as torquey engines meant to move

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heavyweight sedans

morphed into screaming

high-performance mills

that won Le Mans and

drag racing

championships

throughout the 1960s.

By the late 1960s, the

FE design was dated, so

Ford replaced it with the

385 series, also known

as the Lima design, in

displacements of 429

and 460 ci, which was

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similar to the canted-valve Cleveland design being pioneered at the same time. It didn't share the FE pedigree of racing success, mostly due to timing, but the new design was better in almost every way; it exists via Ford Motorsports' offerings to this day. Beginning in 1971, the 429 found its way between the fenders

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of Mustangs and
Torinos in high-
compression 4-barrel
versions called the
Cobra Jet and Super
Cobra Jet, and they were
some of the most
powerful passenger car
engines Ford had ever
built. If the muscle car
era had not died out
shortly after the release
of these powerful
engines, without a doubt

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variants would be ranked with the legendary big-blocks of all time. In this revised edition of How to Rebuild Big-Block Ford Engines, now titled Ford 429/460 Engines: How to Rebuild, Ford expert Charles Morris covers all the procedures, processes, and techniques for

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Series big-block. Step-by-step text provides details for determining whether your engine actually needs a rebuild, preparation and removal, disassembly, inspection, cleaning, machining and parts selection, reassembly, start-up, and tuning. Also included is a chapter in building the

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engines, as well as a
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Ford 351 Cleveland,
Ford's little brother to
the big-block.

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that's what you get when
you take the cool looks
of the Volkswagon
Beetle, Bus, Karmann
Ghia, Thing,
Squareback or Fastback
and unleash the hot
performance of the air-
cooled VW engine.
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good advice on how to
repair certain sections of
your car, this restoration
guide is a valuable tool
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