

# Spitronics - ECU - Rotor Phasing for Distributors - Guide

## 1. Overview

This guide explains how to correctly set **rotor phasing** on distributor-based ignition systems.

👉 Correct rotor phasing ensures reliable spark delivery and prevents interference.

### Quick Check:

- Set engine to 25° BTDC
  - Rotor centred on pole
  - Lock distributor
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## 2. Function / Concept

Rotor phasing is a **mechanical alignment** between:

- Rotor position
- Distributor cap terminal (HT pole)
- Ignition timing (crank degrees)

Purpose:

- Ensure spark jumps **directly to the correct terminal**

If incorrect:

- Spark jumps a gap inside distributor
- Reduced spark energy
- Electrical interference
- Erratic misfires

## 3. Setup / Configuration

Typical ignition timing range:

- 14° BTDC → 36° BTDC

👉 Rotor must remain aligned across this full range

## 4. Practical Procedure

### 4.1 Set Engine Position

- Rotate engine to **25° BTDC**

### 4.2 Align Rotor

- Position rotor:
  - Directly under centre of distributor pole

### 4.3 Verify Operating Range

This alignment allows:

- Advance:
  - $25^\circ \rightarrow 36^\circ (+11^\circ)$
- Retard:
  - $25^\circ \rightarrow 14^\circ (-11^\circ)$

👉 Rotor remains correctly aligned across full timing range

#### **4.4 Lock Distributor**

- Tighten distributor locking nut securely
- Ensure wiring is:
  - Properly routed
  - Free from strain
  - Not affected by engine movement

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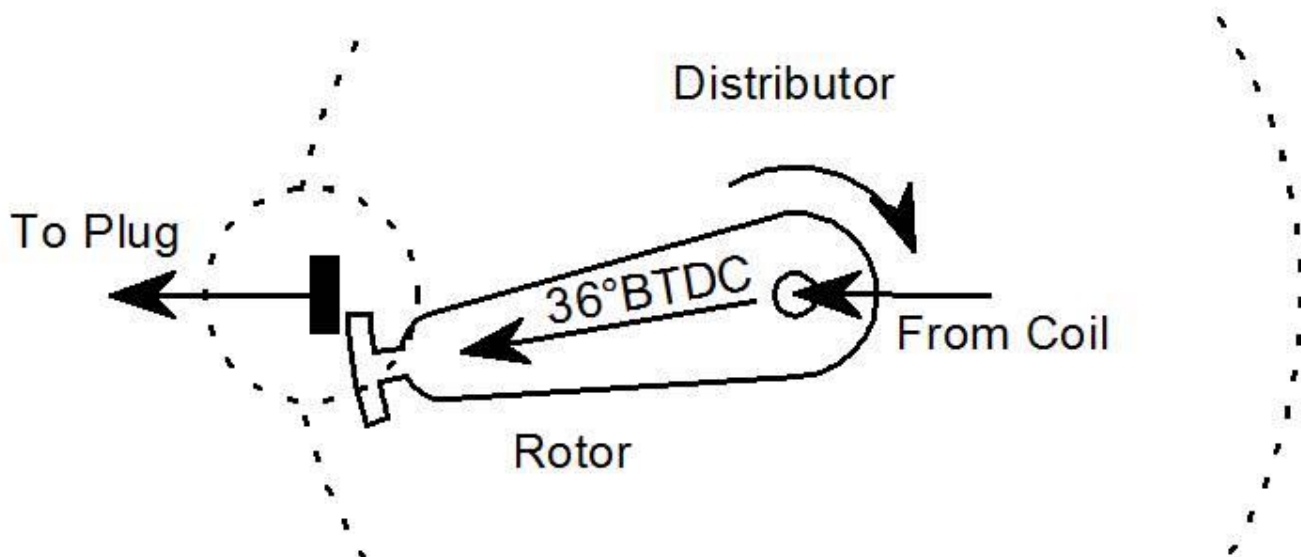
### **5. Notes / Warnings**

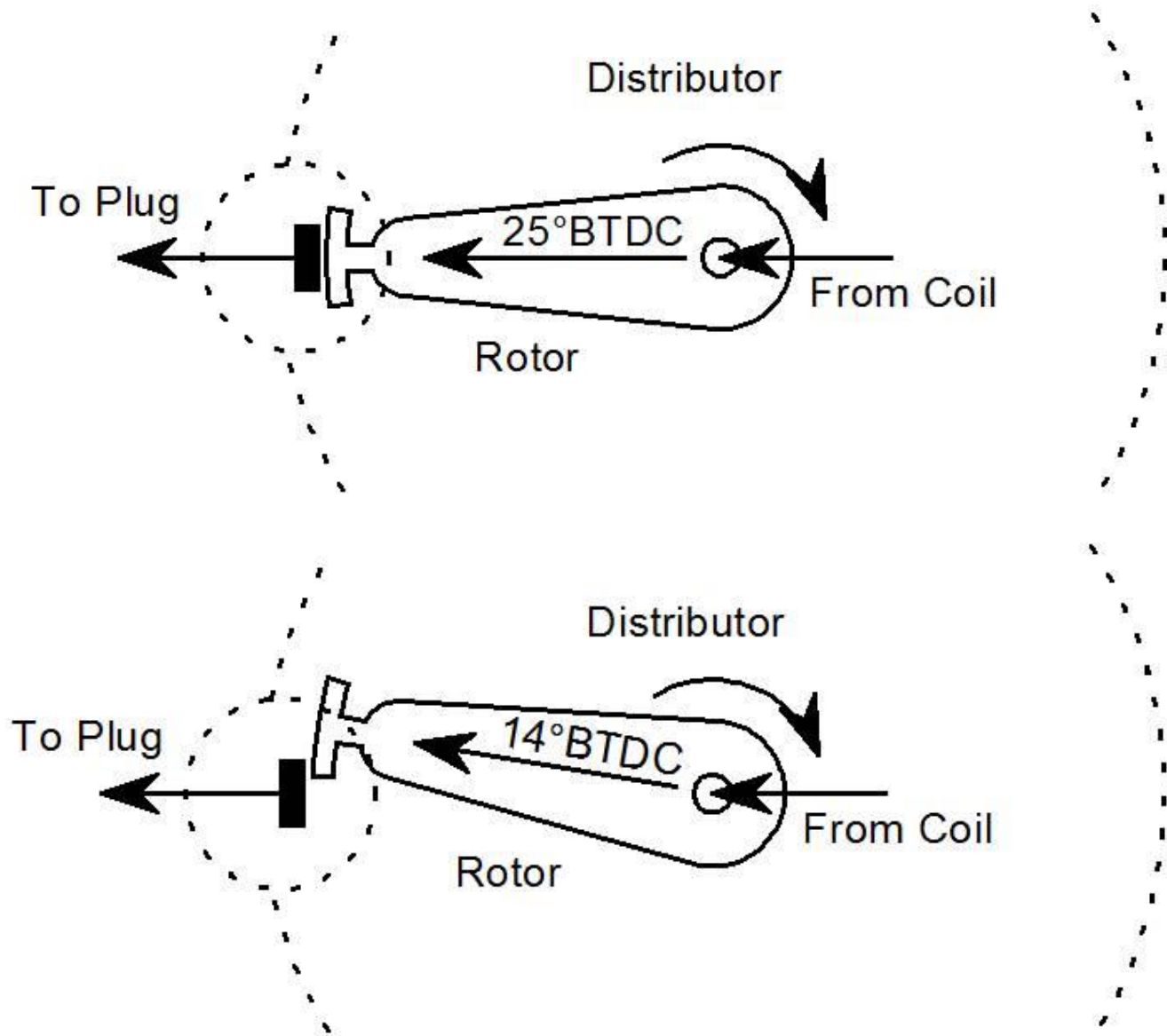
- ⚠ Do NOT adjust distributor after this procedure
- ⚠ Incorrect phasing causes misfires and interference
- ⚠ Poor wiring routing can lead to future faults

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### **6. Illustration**

👉 See illustration below for correct rotor alignment





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## 7. Reference Links

### **i** More Info:

- [Hardware Manuals](#) → [Ignition Systems](#) → [Distributor Setup](#)
- [Software Manuals](#) → [Timing Setup](#)