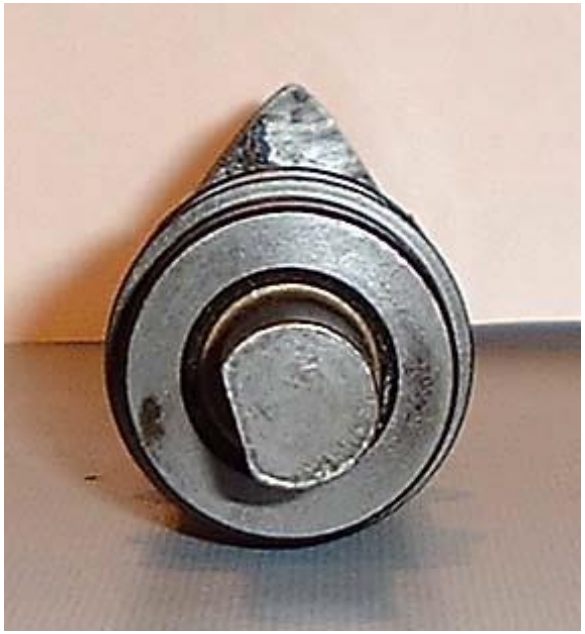
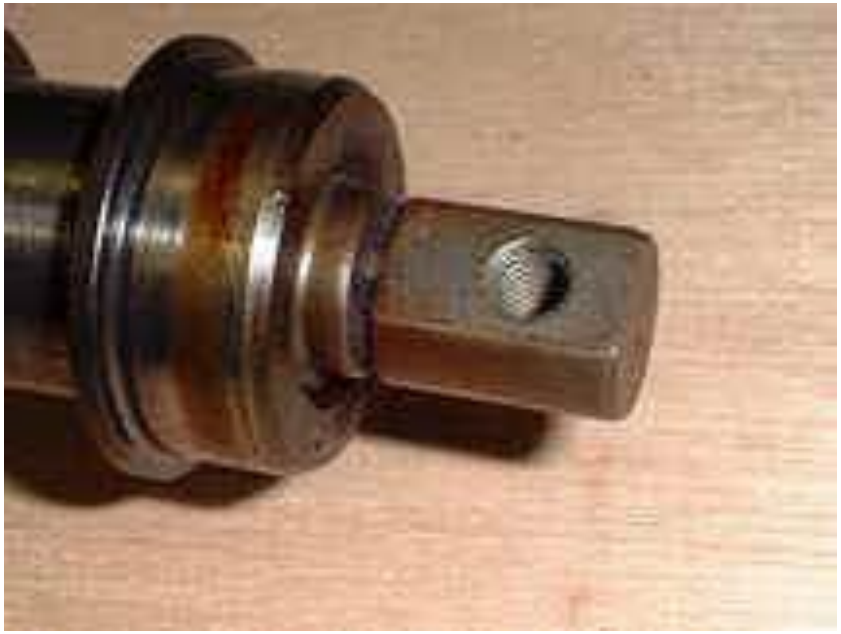
**Fitting the rotor arm spigot to the inlet cam**

If you are replacing the inlet cam on an engine equipped with a distributor cap and single coil then you will need to fit a rotor arm holder in the end of the cam in order that the distributor functions correctly.. The picture below illustrates the required radial position of the insert WRT the lobes on the cam, if this position is incorrect then the engine may run improperly. The picture shows the cam resting naturally on a flat surface with the cam lobes for cylinder 4 exactly vertical. Note the angle of the 'flat' on the rotor arm insert is around 10 degrees to the vertical when the cam is in this position. Sometimes the end of the insert that fits inside the cam is a little tight and requires a larger chamfer and some light fettling to get it started. Once it is started it can be knocked in with a suitably sized deep socket, it should be knocked home until the bush part of the insert is flush with the end of the cam

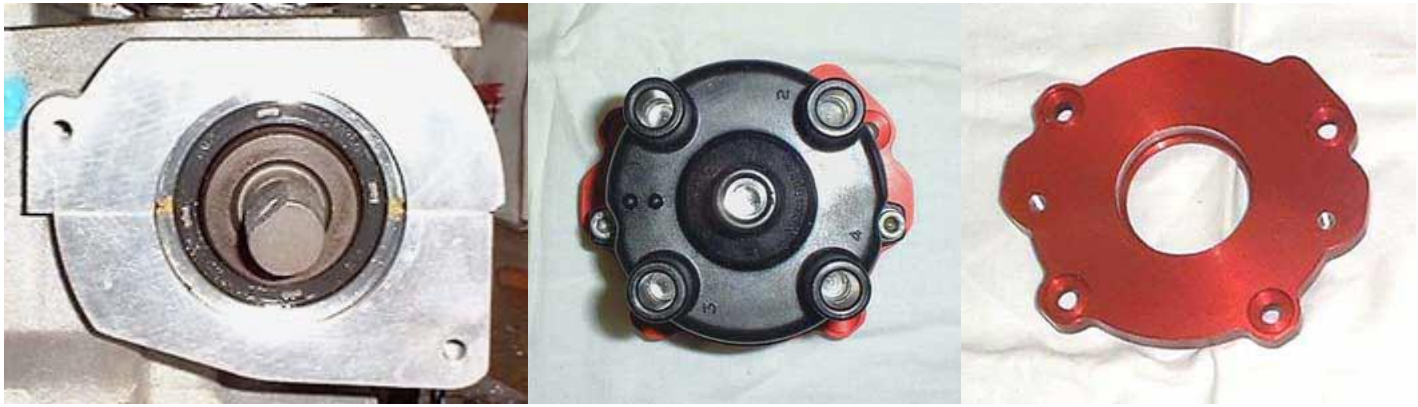




**Retention of distributor cap with VVC head**

When using a VVC head on an a K16 engine which previously had a distributor cap fitted it has previously been necessary to convert the engine to wasted spark using a twin coil pack and individual leads with appropriate changes to the engine management. It is possible however to drill and tap the end VVC blanking plate to accept the original distributor cap and fit a rotor arm holder to the end of the inlet cam and save some expense and aggravation. When you offer the cap up to the blanking plate you will see that it will sit in a natural position with the two holes offset downwards and lining up in a horizontal position. This is in a slightly rotated position (35 degrees anti-clockwise) from on the original head and requires the rotor arm holder in the end of the cam to be fitted rotated 35 degrees anti-clockwise to compensate. This makes a perfectly satisfactory solution and allows retention of all the original ignition componentry.

The rotor arm insert needs to be driven 3mm further into the end of the inlet cam than normal and the plug leads need to have the centres of the leads pulled 15mm further down towards the plug through the plastic rigid section, if you lubricate the plug lead where it enters the plug end section then this can be done fairly easily.The picture below shows the original cap mounting on a K16 head, the cap as fitted to the VVC blanking plate, and the VVC blanking plate as drilled and tapped (M6 x 1 thread) for the cap.



Comparative positions of rotor arm spigot for standard and VVC inlet cams