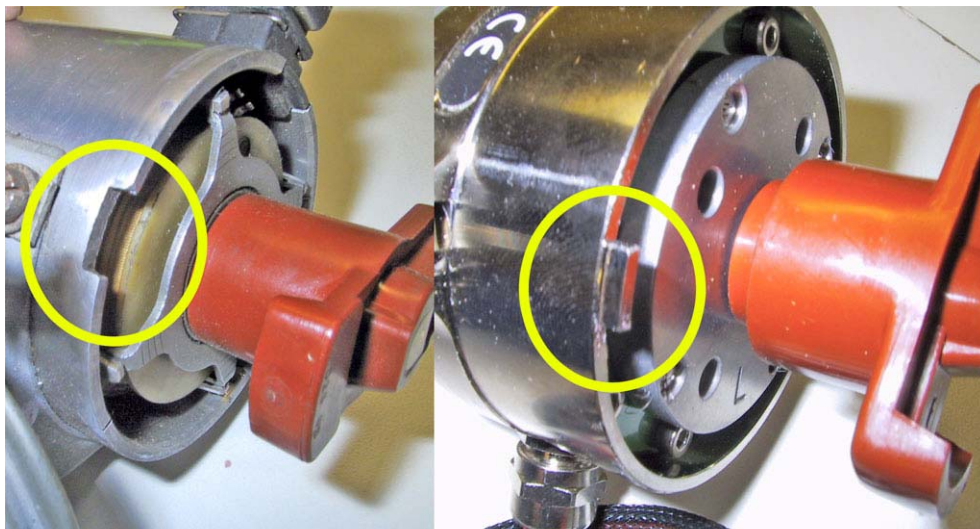


RIGHT ANGLE CAPS FOR 123 DISTRIBUTORS

Fitting a right angle cap to a 123 distributor for use on a right hand drive Sprite/Midget, or other applications where space in front of the distributor is at a premium.

When designing the 123 distributor a decision was made to use a high quality cap that can be found in any auto parts shop anywhere in the world. This meant that a straight cap was to be used because right angle caps were, until a few years ago, only used by a few manufacturers which did not have world wide sales, so parts unique to their engines would be difficult to source. This posed a problem for some applications where space in front, or above, the distributor is at a premium, such as right hand drive MG Midget/AH Sprites, where the steering shaft comes very close to the distributor.

In situations where additional clearance is required, a right angle cap can be modified to fit the 123 distributor body. It is advantageous that Bosch uses fairly standard dimensions for their distributors, the primary difference being the position and shape of the locating tab or slot.



Bosch distributor body

123/Mini distributor body

With a small amount of grinding a standard right angle cap (application list and part numbers are included below) can be fitted to a 123 distributor body. Start by using a die grinder mounted straight carbide burr to remove the locating tab flush with the flange face. The direction the terminals need to point in relation to the power cable and vacuum port on the 123 body dictates which side you will be cutting the slot to match the tab on the 123 body. If the terminals need to point opposite to the power cable, then continue grinding a slot at the location of the locating tab just removed. Note that the slot needs to be slightly narrower than the material you just removed.



Bosch right angle cap



Bosch straight cap

If the leads need to point in the same direction as the power cable, such as on a BMC A-series engine, then the slot must be cut on the opposite side, conveniently marked by an indentation in the cap mould. Proceed slowly so as to not overcut the slot, checking the fit frequently on the 123 body. The slot is deep enough when the cap flange mates completely along its periphery, and the spring clamps snap into place easily.



Part numbers	
Bosch	1 235 522 332
PEUGEOT	5941 32
PEUGEOT	5941 35
Saab	78 66 932
CITROEN	94 059 413 28

Applications

CITROEN	BX		1982-1994
CITROEN	C15		1984-1997
CITROEN	LNA		1976-1986
CITROEN	VISA		1978-1991
Fiat	Tempra	Turbo 2.0	1994-1998
HYUNDAI	S COUPE (SLC)		1990-1996
PEUGEOT	104		1972-1988
PEUGEOT	205		1983-1987
PEUGEOT	305		1982-1990
PEUGEOT	309		1985-1993
PEUGEOT	405		1987-1993
SAAB	900 II	2.0 -16 Turbo B204L	1993-1998
SAAB	900 II	2.3 -16 B234I	1993-1998
SAAB	900 II	2.0 i B204I	1993-1998
SAAB	9-3	2.0 i B204I	1998-2002
SAAB	9-3	2.0 Turbo	1998-2002
SAAB	9-3	2.3 i	1998-2002
SAAB	9-3	2.3 i B234I	1998-2002
TALBOT	MATRA BAGHEERA (X)	1.4 (X6)	1974-1980
TALBOT	MURENA	1.6 X5J2A	1980-1985
TALBOT	RANCHO	1.4 X3Y2	1977-1984
TALBOT	SAMBA (51A)	1.1 XW7	1981-1987