



*“Where Performance Comes Down To The Wire”*

## INSTALLATION INSTRUCTIONS FOR HEI DISTRIBUTORS

**IMPORTANT: READ AND UNDERSTAND ALL THE INSTRUCTIONS BEFORE STARTING INSTALLATION!**

Remove the air cleaner if necessary in order to gain access to the distributor. It is a good idea to cover the carburetor with a shop rag to keep foreign parts from falling inside.

Remove the existing distributor cap and disconnect the primary wires and/or connector, but don't remove the spark plug wires.

With the distributor cap off, and the rotor still installed, turn the engine so that the rotor points to some fixed mark (i.e. straight forward, straight back at the firewall, toward a piece of tape stuck to the intake, or some other engine feature etc). Also note the position of the vacuum advance module if so equipped.

Disconnect the ground cable from the battery. Insure that the motor does not turn again until the installation is complete.

Temporarily replace the cap and note which plug wire the rotor is pointing to. Mark all the plug wires, and take the distributor cap back off (don't remove the plug wires yet).

Loosen the hold down clamp and move it out of the way. Carefully lift the distributor out of the engine. While lifting the distributor, notice that the rotor turns as you pull the distributor out.

Be sure that the gasket is in place on the new distributor. Remove the new distributor cap from the unit. Install plenty of lubricant on the gear and install the distributor. As you start to install the new distributor, you will have to position the gear so that when the assembly drops into place, the rotor will point to the same place you previously marked. If the distributor will not fully seat with the rotor pointed correctly, you may need to orient the oil pump shaft so that the distributor will drop all the way in place. **DO NOT FORCE THE DISTRIBUTOR INTO PLACE!**

Position the hold down clamp in place and tighten it securely. Install the new distributor cap and transfer the spark plug wires one at a time to insure correct placement.

Connect a switched 12 Volt source to the B+ terminal with a 14-gauge wire. Insure that 12 Volts appears on this wire when the key is in the “ON” and “Start” (Crank) positions. Also insure that the 3-pin connector from the internal module is fully inserted in the cap.

If a tachometer is going to be used, then a wire from the “TACH” terminal of the distributor to the trigger wire of the tachometer will need to be installed.

Re-connect the battery. Remove the rag from the carburetor and replace the air cleaner if it was removed earlier.

Units that have a vacuum advance can be adjusted by removing the vacuum line to the distributor and inserting a 3/32” hex key into the port of the vacuum advance module. It is recommended to start with the setting all the way clockwise. Perform a test drive and see if there is an engine knock at various loads / speeds. If there is an engine knock, then back the vacuum adjustment out a turn or so and perform the test drive again. Some tuning of this adjustment may be necessary in order to find the optimum setting.