



THE AUTHORITY IN CRATE ENGINES.

## ATTENTION:

Please follow **PROCEDURE A** if the distributor has not been removed but needs to be removed for installation in the vehicle. **This procedure will only work if the crankshaft has not rotated.**

Please follow **PROCEDURE B** if the distributor has been removed and the crankshaft has been rotated. Either procedure must be followed for the engine to run properly.

## **PROCEDURE A**

### Removal

1. Disconnect the battery.
2. Remove Spark plug wires and coil lead from the distributor cap.
3. Remove the three-wire plug in the rear of the distributor housing.
4. Remove the two screws holding the cap.
5. Remove the distributor cap.
  - a. Use a paint marker or sharpie to label where the rotor is with respect to the housing with a number 1.
6. Use a paint marker or sharpie to mark the distributor housing with the intake manifold.
7. Remove the mounting clamp down bolt.
8. Remove the distributor.
  - a. As you are pulling the distributor out pay attention to where the rotor turns and stops.
  - b. Use a paint marker or sharpie to label where the rotor is with respect to the housing with a number 2.

### Installation

1. Align the rotor with the number 2 mark on the distributor.
2. As you install, make sure the distributor housing is then aligned with the mark on the intake manifold.
  - a. Ensure the distributor gasket is between the collar of the distributor and the intake.
3. Once the distributor is fully seated the number 1 mark should be lined up with the rotor.
  - a. If the number 1 and the rotor do not align the distributor gear and the camshaft have meshed out of alignment.
    - b. To correct this issue, follow Procedure B Steps.**
4. After the distributor is fully seated install the mounting clamp.
5. Install the hold down clamp by making sure the half circle on the hold down is around the distributor housing.
  - a. Slide the half circle to where it is fully seated up against the distributor housing.
  - b. Tighten the distributor down with the supplied bolt to proper torque (20 ft-lbs.).
  - c. Verify distributor cannot rotate after hold down is installed.
  - d. If it does rotate, follow the previous steps to align the distributor and then re tighten distributor hold down bolt.
6. Install the distributor cap and tighten mounting screws to (40 in-lbs.).
7. Plug the three-wire plug in the rear of the housing.
8. Install the spark plug wires and coil lead.
  - a. The cylinder number for the wires are on the cap.
  - b. Follow picture A for cylinder numbering.
9. Verify firing order and spark plug wire placement on cap.



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## PROCEDURE B

### Installation

1. Disconnect the battery.
2. Bring engine to Top Dead Center (TDC) of cylinder number 1.
  - a. Make sure it is on the compression stroke.
  - b. You can place your finger over the hole of the number 1 spark plug hole. As you turn the engine over it will blow air on your finger when it is on the compression stroke.
  - c. When you feel the pressure, use the balancer then to align the timing pointer on the timing cover with the engraved line on the balancer. That is 0 degrees TDC.
3. Go to the harmonic balancer and measure 1.375" (1-3/8") with a soft-flexible tape measure clockwise from the 0-degree mark.
  - a. Mark with a paint pen or any visible marker
4. Rotate crankshaft to where the timing pointer is aligned with the new mark on the balancer.
5. Remove the distributor cap.
6. Look down in the distributor hole and locate the oil pump shaft.
7. Rotate the oil pump shaft with a large flathead screw driver and align the oil pump shaft mating tab in the 12 and 6 o'clock position parallel with the crankshaft.
8. Install the distributor in the hole with the gasket between the intake manifold and distributor.
9. After installation verify the rotor is facing the ignition coil post on the ignition coil.
  - a. If the distributor will not fully seat. Pull distributor out and rotate rotor cap either direction slightly to allow the distributor gear and camshaft gear to mesh properly.
10. Turn the housing until the rotor aligns with the number 8 on the housing.
  - a. The number 8 is casted into the aluminum distributor housing.
11. Install the hold down clamp by making sure the half circle on the hold down is around the distributor housing.
  - a. Slide the half circle to where it is fully seated up against the distributor housing.
  - b. Tighten the distributor down with the supplied bolt to proper torque (20 ft-lbs.).
  - c. Verify distributor cannot rotate after hold down is installed.
  - d. If it does rotate, follow the previous steps to align the distributor and then re tighten distributor hold down bolt.
12. Install the distributor cap and tighten mounting screws to (40 in-lbs.).
13. Plug the three-wire plug in the rear of the housing.
14. Install the spark plug wires and coil lead.
  - a. The cylinder number for the wires are on the cap.
  - b. Follow picture A for cylinder numbering.

Picture A: Cylinder Number Designation

