



INSTALLATION INSTRUCTIONS

ULTRA OPTI-SPARK II DISTRIBUTOR P/N 59125 ULTRA OPTI-SPARK II CAP& ROTOR KIT P/N 8136

GENERAL

First make sure your vehicle is equipped with an Opti-Spark II type (pin drive – with positive vent system) distributor. It is not necessary to remove the distributor from the engine to determine if it is an Opti-Spark II or not. Simply look for the intake manifold vacuum hose line (13) and air intake hose line (9) running to the distributor. The older Opti-Spark I distributors are not vented and do not have these hose connections. If the distributor is removed from the engine, the Opti-Spark II unit will have a non-splined pin drive (12).

NOTES ON INSTALLING NEW OPTI-SPARK II DISTRIBUTOR

1. Refer to the vehicle service manual for instructions to provide access to the Opti-Spark II distributor.
2. Label and remove the spark plug and coil leads from the distributor cap (2). Remove the air intake hose (9) from the distributor cap (2). Remove the vacuum line (13) from the distributor housing (8). Remove the harness connector (10) from the distributor.
3. Refer to the vehicle service manual for instructions to remove the Opti-Spark II distributor.
4. Once the old distributor is removed, make sure that both the old pin drive shaft seals (11) are still in place on the pin drive shaft assembly (12) on the back side of the distributor. If not, remove the seals from inside the end of the cam shaft.
5. Refer to vehicle service manual to complete installation of the Opti-Spark II distributor.

INSTALLING NEW OPTI-SPARK II CAP, ROTOR, AND COVER ASSEMBLY

1. Refer to the vehicle service manual for instructions to provide access to the Opti-Spark II distributor.
2. Label and remove the spark plug and coil leads from the distributor cap (2). Remove the air intake hose (9) from the distributor cap (2). Remove the harness connector (10) for the distributor.

3. Remove the four distributor cap retaining screws (1) using a J39997 (E4 Reverse Torx) socket. This socket is available in the Kent Moore tool catalog.
4. Remove the distributor cap (2).
5. Remove the two rotor retaining screws (3) using a T-8 Torx socket and remove the rotor (4).
6. Carefully remove the cover assembly (5). Do NOT pry the cover off from the center opening. Do NOT make contact with the stainless steel slotted vane wheel (7) visible through the center opening in the cover.
7. There is a loose metal shield (6) behind the cover assembly (5) that may come off as well. It is meant to protect the stainless steel slotted vane wheel (7). Carefully clean the sealing surface on the distributor housing (8). Do NOT make contact with the stainless steel slotted vane wheel (7).
8. Make sure the top and bottom seals are positioned correctly on the new cover assembly (5). If necessary reposition the metal shield (6). Carefully install the new cover assembly (5) by first aligning the two location pins on the back side of the cover assembly with the two holes in the distributor housing (8). Making sure the metal shield (6) remains located properly as you install the cover assembly (5). Make sure the cover assembly (5) is fully seated on the distributor housing (8). Again Do NOT make contact with the stainless steel slotted vane wheel (7) visible through the center hole in the cover.
9. Install the new rotor (4) by first aligning the locator pin on the bottom of the rotor with the mating hole in the distributor hub assembly. Install the two new rotor retaining screws (3) and tighten to 6 in/lbs to torque.
10. Install the new distributor cap (2). Install the four new distributor cap screws (1) and tighten to 24 in/lbs.
11. Reinstall the spark plug and coil leads and the vacuum line onto the distributor cap. Reinstall the harness connector to the distributor.
12. Refer to vehicle service manual to complete installation.

