



INSTRUCTIONS

(P/N 72200, 72201, 72202, 72203, 72204, & 72205)

PARTS LIST: (IN 5 x 5 Ziplock Bag)

(FORD)

2 Shroud (Weatherpack)
4 Male Connector
1 10-24 x 1/4 Advance lock-out
Screw
1 Timing Alignment Tool

(GM)

2 Shroud (Weatherpack)
4 Male Connector
1 10-24 x 1/4 Advance lock-out
Screw
1 Timing Alignment Tool
1 .055" Distributor Shim
1 Distributor Gasket w/o-ring

FEATURES AND BENEFITS:

1. Dual pickups for two completely redundant ignition systems.

Note: The magnetic pickups in this distributor have been set at the factory to be within 1/2 degree of each other, 180 degrees apart. When the engine timing is checked, with both ignition systems, timing should not change by more than a 1/2 degree.

Variations in timing may be caused by variations in ignition boxes.

Be sure to pair up ignition boxes to prevent excessive changes in engine timing.

2. Stock from the Factory, the distributor has 4 total distributor degrees of mechanical advance, or 8 total crankshaft degrees.

Total mechanical advance will be in by 3500 engine rpm. Keep in mind, that in most racing situations the engine RPM will not go below 3500 RPM. The distributor can be reconfigured at the factory to have a total mechanical advance of 6 total distributor degrees, or 12 total crankshaft degrees. Unit must be returned to factory to have this work done. The mechanical advance can be locked out by installing the advance lock-out screw. The rotor and cap adaptor must be removed. The locking screw must be inserted thru the slot in the pick up plate and threaded in as shown in Figure 1.

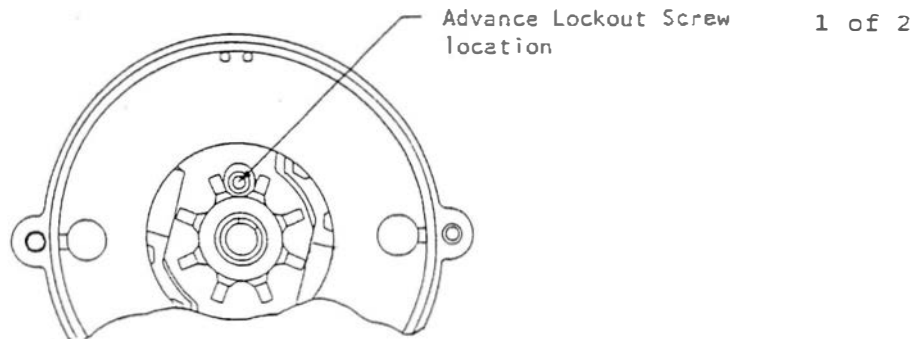


Figure 1

3. Timing alignment tool is used to install distributor at 20 degrees advance plus or minus 5 degrees. Place the rotor pointing in the number 1 position, insert timing alignment tool in the side of the housing until engagement is made (by rotating in the correct direction).

Rotate engine until #1 cylinder is at TDC on the firing stroke. Now place distributor in engine block, and let the distributor rotate with the helical gear of the cam shaft. When the distributor is in position the timing should be located at 20 degrees plus or minus five degrees advanced. This is just a quick and easy installation technique. For more accurate method use a timing light.

CAUTION: Make sure that the timing alignment tool is removed before the engine is started. Failure to do this may cause internal damage to the distributor.

4. Two female shrouds and four male connectors pins are supplied to convert your ignition box plugs to match the distributor weatherpack plugs.

The orange wire is positive (+), the purple wire is negative (-).

5. Timing adjustment lug on the side of the distributor allows the engine tuner to use a 1/2" open end wrench to turn the distributor when adjusting engine timing, without completely loosening the distributor hold down.

RECOMMENDATIONS:

1. The plug wire girdle on this distributor cap was designed to be used with Moroso Plug Wire Distributor Boots. If your plug wires do not have the correct distributor boots they may vibrate loose and cause an engine misfire.

Moroso P/N 72040 Boot and terminal kit is recommended for wire sets that do not come with this type of boot.

2. For Chevrolet Distributors (P/N's 72200, 72201, 72204 and 72205) it is recommended that you use Moroso Distributor hold down P/N 26215. This hold down allows the correct number of shims to be used for proper gear engagement while positively retaining the distributor in the motor.

3. This is a precision piece, when returning to the factory for repair or modification of advance curve, please pack carefully and include the following: