

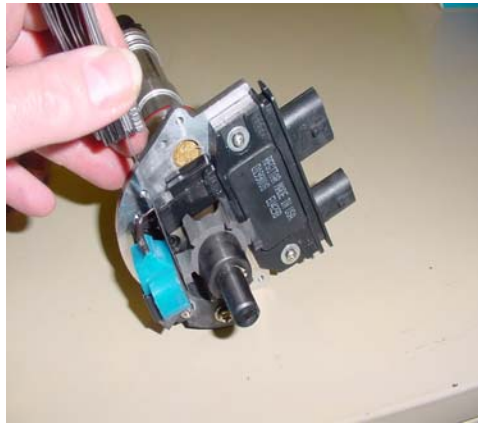


INSTALLATION INSTRUCTIONS

P/N 72251 V8 DISTRIBUTOR

If installing new distributor go to Step #4, if replacing ignition module or magnetic pickup assembly start at Step #1.

1. CHECK the air gap between the reluctor and the magnetic pickup. It should be .030”.



2. When replacing the magnetic pickup (P/N 27249), check that the orange/black wire is on the “W” post (the one closest to the outside of the module). Also, check to make sure that the south pole of the Magnet is facing up.
3. The base timing will be at a low rpm (idle rpm 700 RPM). When the ECU is NOT controlling the distributor and is functioning in the BYPASS mode, above 2000 +/- 500 RPM's the timing will advance ~ 18°. (USE BYPASS TO SET INITIAL TIMING). This is a normal operation for the distributor when in the bypass mode.
4. Disconnect battery before any work is done. It is also suggested you set the engine to TDC on cylinder number 1 before removing the old distributor.
5. Remove old distributor noting position of the rotor and the distributor body in respect to the engine block. (This will get you close to the correct timing when installing the new distributor.)
6. MAKE SURE after the new distributor is installed it is sitting all the way down on the intake manifold and this will make sure the distributor oil pump drive tang is lined up with the oil pump shaft slot.
7. Reinstall the plug wires and the wires to the ignition module, snug the retaining bolt down, reconnect battery and check timing. After timing is set, tighten down the retaining bolt.