

MSD[®] IGNITION INSTALLATION INSTRUCTIONS

MSD Pro-Billet Chevrolet Plug Wet Sump, PN 8513

Parts Included:

1 - Distributor Plug, PN 8513
1 - Gasket

2 - O-ring Seals
1 - Tube of Gear Lubricant

Note: MSD Distributors use a shaft with a 0.500" OD Shaft. If the gear must be replaced, use MSD Gears: Steel - PN 8531, Bronze - PN 8431 and Bronze 0.006" oversized - PN 8472.

ADJUSTING THE SLIP COLLAR

If any modifications have been done to the intake manifold deck of the block or heads, the deck height may have changed. The Slip Collar allows you to compensate for these changes.

Before installing the Pro-Billet Distributor Plug, the slip collar adjustment may need to be set. MSD offers a special tool, the 3-in1 Distributor Set Up Tool, PN 8599, to make these adjustments accurately. If the tool is not available, follow this procedure.

1. Loosen the slip collar and insert the distributor into the engine until it bottoms out against the oil pump drive.
2. After it bottoms out, raise the distributor 0.010" - 0.030" then slide the slip collar down into position and tighten it.

CHECKING GEAR MESH

It is recommended to check for proper gear mesh between the cam gear and distributor gear. To do this, coat the distributor gear with moly grease and install the distributor. Crank the engine over several times, pull the distributor out and inspect the gear pattern shown on the grease. The proper mesh will leave an even pattern in the middle of the gear (Figure 1). Adjust the slip collar to obtain the correct mesh.

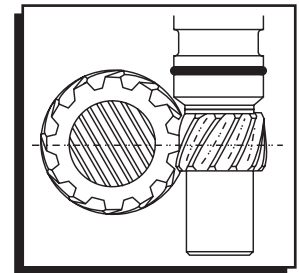


Figure 1 Correct Gear Mesh.

CHECKING THE OIL PUMP TO DISTRIBUTOR SHAFT OVERLAP

The proper overlap between the distributor shaft and the oil pump shaft is very important. The tongue of the distributor shaft should fit into the groove of the oil pump shaft by at least 1/4". To check this:

1. Measure the distance between the base of the slip collar to the tip of the distributor shaft (Figure 2).
2. Using a straight edge, measure the distance from the intake manifold distributor flange to the bottom groove on the oil pump shaft (Figure 2).
3. Take the two measurements and subtract them. The difference is the overlap. If there is not enough or too much overlap a different oil pump shaft is required.

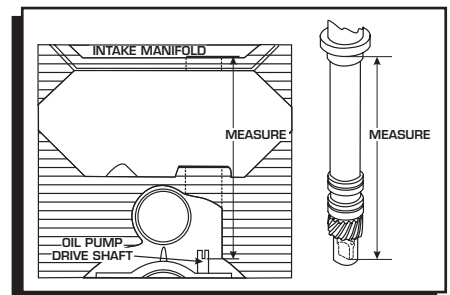


Figure 2 Measuring Oil Pump Overlap.

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INSTALLATION INSTRUCTIONS

INSTALLATION

There are two slots on the housing for the supplied O-rings. These are for use only on engines that have been modified as shown in Figure 3. The O-rings will increase oil pressure by preventing the oil from passing through the oil gallery lands. If your block is not modified as shown, do not use the O-rings. The oil pressure will remain as if a standard distributor was used.

1. Apply a liberal amount of the supplied lubricant to the distributor gear.
2. Install the distributor plug making sure that it fully seats on the manifold. You may need to rotate the oil pump shaft to get the distributor to fully seat.
3. Position and tighten the hold-down clamp onto the collar.

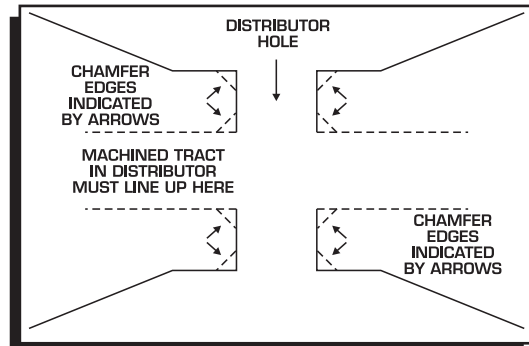


Figure 3 Modified For O-Rings.