INSTALLATION INSTRUCTIONS

GM STYLE HEI LARGE CAP DISTRIBUTORS FOR FORD AND AMC V8 ENGINES

OLD DISTRIBUTOR REMOVAL

STEP 1
Disconnect all wire connections at the distributor. Locate the spark plug wire on the original distributor cap that is used to set engine timing. See service manual for this location. Mark the distributor cap and distributor housing at this spark plug wire position.

STEP 2
Turn the engine crankshaft in the direction of rotation until the timing mark lines up with the top dead center (TDC) mark on the timing tab. See service manual for these locations.

STEP 3
Remove the distributor cap from the distributor. Do not remove the spark plug wires at this time. Make sure the rotor blade points to the mark on the distributor housing (from Step 1). If it does not, repeat Step 2 until the timing mark lines up (again) with the TDC mark on the timing tab.

NOTE: Once you are finished with Step 3, DO NOT turn the crankshaft until the new distributor is installed.

STEP 4
Note the direction the rotor is pointing as well as the location of the vacuum canister. Remove the distributor hold down clamp and remove the distributor from the engine.

NEW DISTRIBUTOR INSTALLATION

STEP 1
To insure you have sufficient clearance for the new, larger diameter housing, place the new Mallory distributor into the engine, watching for possible points of interference. Position the vacuum chamber in a manner that allows the hose to easily be accessed. You may have to do some minor clearance work on accessory brackets, relocate line or hoses, etc. It may help to remove the distributor cap during this stage. After you have checked for clearance, remove the distributor from the engine.

SPECIAL FEATURE
This distributor has been designed to allow for the cap to be installed in 4 different positions to allow for ease of installation and additional clearance.

STEP 2
Remove the cap from your Mallory distributor.

STEP 3
Lower the distributor housing into the engine positioning the vacuum chamber in the same position as in step 1. Select the terminal on the distributor cap that the rotor is pointing at and designate that as number 1. This can be any terminal in the cap. Mark the cap and them install it on your Mallory distributor.

STEP 4
Install the distributor clamp and tighten it enough to put some drag on the distributor flange, but still allow for some rotation to adjust the timing.

STEP 5
Remove the number 1 spark plug wire from the old cap and install it on your new cap on the terminal you designated as number 1 cylinder location in Step 3. Continue to install the balance of the wires, one at a time and in rotation until all 8 wires have been transferred to the new cap.

NOTE: If the distributor you are replacing was equipped with the older design female style towers on the distributor cap, you will need to install the proper boots and terminals, using Mallory HEI Boot and Terminal Kit # 669 or install a new set of spark plug wires such as Mallory's Pro Sidewinder Series.

STEP 6
Connect the lead from the distributor housing into the connector located on the distributor nearest the cap itself. To power the distributor, run a 14 gauge automotive grade wire (non-resistance type) from the ignition switch (12 volt switched power) to the distributor cap terminal marked "BAT +". Use the supplied female spade connector on the distributor end of the wire. If you choose to run a tachometer that requires a coil - signal, you may connect that wire to the open distributor cap terminal marked "Coil – ".

STARTING THE ENGINE

CAUTION: Be sure all tools, wires and miscellaneous objects are clear of moving engine parts and extreme heat before starting the engine.

STEP 1
Check and clean, or replace spark plugs. If replacing spark plugs, use types recommended by the engine manufacturer.

STEP 2
Connect timing light and start the engine. If the engine fails to start, rotate the distributor clockwise or counterclockwise until the engine starts. Do not exceed more than ten degrees of distributor housing rotation in either direction.

STEP 3
Set timing as recommended by the engine manufacturer, then tighten the distributor hold down clamp.

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