



Contents List:

- (1) **Fully machined 6061-T6 aluminum distributor**
- (1) **Pre-installed rotor**
- (1) **Pre-installed cap**
- (1) **Pre-installed coil with cover**
- (1) **Plug wire retainer**
- (1) **Gasket**

Distributor Removal/Installation

1. Remove the existing distributor cap, but do not remove spark plug wires at this point.
2. Use a remote start switch or have a helper crank the engine until the rotor is pointed at the #1 cylinder.
3. Disconnect the battery cables, removing the NEGATIVE (-) cable first.
4. Reinstall the distributor cap briefly to check that the rotor and #1 spark plug wire are in line. Once noted, remove cap and lay to the side. If necessary, mark spark plug wires and remove them from the distributor cap.
5. Disconnect all other wires to distributor, noting where they were attached.
6. Loosen the distributor hold down clamp and rotate to the side or remove. Lift distributor straight up to remove from the engine. (The spiral cut gear will cause the rotor to rotate as the distributor is being pulled from the engine. Be sure to compensate for this rotation when installing the new distributor.)
7. Remove the old gasket and discard. Clean the surface to prepare for new gasket.
8. Install the new gasket on the intake manifold.
9. Apply a liberal amount of zinc or moly grease to the distributor gear to ensure proper gear break-in. (Grease sold separately).
10. Install distributor, making sure the rotor comes to rest aimed directly at the #1 cylinder. If the distributor does not drop into place and fully seat against the intake manifold, remove the distributor and, using a long, standard tip screwdriver, rotate the oil pump shaft until it lines up with the distributor drive. Make sure distributor is fully seated after this adjustment (there should not be any gap between distributor housing, gasket and intake manifold).
11. Turn the distributor housing to position the 3-wire harness toward the front of the engine.
12. Reinstall or reposition the distributor hold down clamp and tighten until ready to set ignition timing.
13. Starting with the spark plug wire noted in step 4, position the cap on the distributor and install this spark plug wire on the terminal that the distributor rotor is aligned to.
14. Install the distributor cap.
15. Secure remaining spark plug wires one by one to ensure accuracy using original cap and marks from step 4 as a reference.
16. Plug the three-pin connector from the module into the cap.
17. Using a female spade terminal (sold separately), connect a switched 14-gauge wire, powered from a 12 volt source, to the (BAT) terminal on the distributor cap.
18. Reconnect battery cables. Be sure to hook up the NEGATIVE (-) cable last.
19. Set ignition timing according to manufacturers or engine builder's specifications.

Note: If connecting a tachometer, connect the trigger wire of the tachometer to the (TACH) terminal on the distributor. Use a female spade terminal (sold separately).

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Adjustable Vacuum Advance

Connect the vacuum advance canister to a manifold vacuum outlet, a port below above the throttle plates. The vacuum advance on this unit can be adjusted by inserting a 3/32" Allen wrench into the canister inlet which houses an adjustable Allen head screw. See Figure 1. Before making adjustments, turn the screw clockwise until fully seated. Turning the screw clockwise retards advance, turning it counter clockwise increases advance.

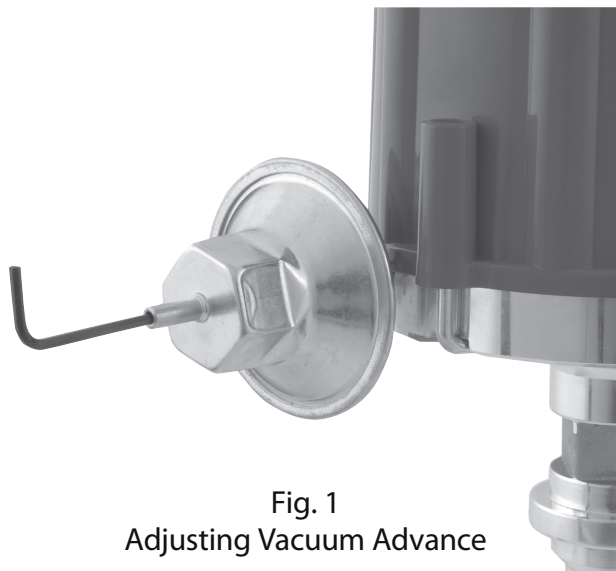


Fig. 1
Adjusting Vacuum Advance

Timing Advance Chart

| Degrees | Turns Out | | | | | |
|---------|------------------------------|-----|-----|-----|-----|------|
| | 0 | 2 | 4 | 6 | 8 | 10 |
| 1 | 5 | 5.1 | 5.6 | 5.6 | 6 | 6.5 |
| 2 | 5.2 | 5.2 | 5.9 | 6 | 6.6 | 7 |
| 3 | 5.5 | 5.5 | 6.2 | 6.5 | 7 | 7.2 |
| 4 | 5.8 | 5.9 | 6.5 | 6.7 | 7.2 | 7.5 |
| 5 | 6 | 6.1 | 6.7 | 7 | 7.5 | 7.8 |
| 6 | 6.2 | 6.3 | 7 | 7.4 | 7.8 | 8.2 |
| 7 | 6.5 | 6.5 | 7.4 | 7.8 | 8.2 | 8.6 |
| 8 | 6.8 | 6.8 | 7.8 | 8.3 | 8.6 | 9.1 |
| 9 | 7 | 7.1 | 8 | 8.5 | 9 | 9.5 |
| 10 | 7.4 | 7.4 | 8.4 | 8.9 | 9.4 | 10 |
| 11 | 7.6 | 7.8 | 9 | 9.2 | 10 | 10.4 |
| | Amount of vacuum at canister | | | | | |

| Degrees | Turns Out | | | | | |
|---------|------------------------------|------|------|------|------|------|
| | 0 | 2 | 4 | 6 | 8 | 10 |
| 12 | 8 | 8.3 | 9.2 | 9.8 | 10.4 | 10.8 |
| 13 | 8.2 | 8.7 | 9.6 | 10.2 | 10.6 | 11.3 |
| 14 | 8.5 | 9.2 | 10.2 | 10.6 | 11.2 | 11.6 |
| 15 | 9 | 9.6 | 10.6 | 11.2 | 11.6 | 12.4 |
| 16 | 9.6 | 10.2 | 11.2 | 11.7 | 12.4 | 12.8 |
| 17 | 10.4 | 10.8 | 11.8 | 12.3 | 13 | 13.5 |
| 18 | 11 | 11.4 | 12.5 | 13.1 | 13.5 | 14.4 |
| 19 | 11.8 | 12 | 13.4 | 13.8 | 14.4 | 15.1 |
| 20 | 12.5 | 12.6 | 14.2 | 14.6 | 15.2 | 16.1 |
| 21 | 13.5 | 13.2 | 15.3 | 15.5 | 16.6 | 17.4 |
| 22 | 14 | 14.6 | 16.7 | 17 | 17.5 | 19.4 |
| | Amount of vacuum at canister | | | | | |

Break-In Period Required

- Prior to completion of installation, the distributor gear should have received a coating of zinc or moly based grease (grease sold separately). It is the responsibility of the installer to apply this grease.
- Do not use synthetic oil during break-in period. Once break-in period is complete, any suitable oil of choice can be used.
- On modified engines with oil pressure above 70 psi (cold), the gear should be broken-in with racing grade mineral oil.
- Monitor gear wear after several hours of break-in. Check the gear for proper mesh, alignment, and wear.

Limited Warranty

Manufacturer's obligation for warranty returns shall be limited to repairing, replacing, or crediting as its option, any parts found to be defective. Manufacturer will not be liable for charges and/or other expenses incurred, nor shall it be liable for damages or injury to persons or property resulting from the misuse or improper installation of any part subject to this warranty. The warranty contained herein is expressly in lieu of any and all other warranties, including any implied warranty of merchantability or fitness for any particular purpose.

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