



Jeep/AMC L6 Distributor Installation Instructions

INCLUDED WITH THE DISTRIBUTOR:

- 1 – Distributor assembly
- 1 – Wire Retainer & mounting hardware
- 1 – Advance Kit (3 colored bushings, 2 sets of springs)
- 1 – Pigtail wiring harness
- 1 – Gasket

HOW TO INSTALL THE DISTRIBUTOR:

- 1) If the distributor to be replaced has not already been removed from the engine, remove its cap. Do not remove the spark plug wires from the cap at this time.
- 2) Crank the engine slowly or turn over by hand until the rotor blade is at the 12 o'clock position.
- 3) Disconnect the negative battery cable.
- 4) Unplug all external connectors coming from the distributor.
- 5) Put the cap back on distributor and mark the plug wire and terminal positioned at 12 o'clock on the cap (which spark plug wire the rotor blade is pointing at) this step will be important when installing the new distributor. The wires will need to be transfer to the new cap in this same position. You can leave the wires connected to the old cap and transfer them to the new cap later.
- 6) Remove the distributor hold-down bolt/clamp and remove old distributor from the engine.
- 7) Clean mounting area on the engine block making sure old gasket is removed and mating surface is clean.
- 8) Remove cap from new distributor to correctly index the rotor when installing.
- 9) Install the new gasket provided onto the new distributor and install distributor into the engine. When installing the distributor, the rotor should be rotated so it is indexed at the 12 o'clock position once the distributor is installed. Once the new distributor has been lowered into place, you may find that it hasn't seated against the block. This indicates that the drive end of the distributor shaft is not properly aligned with the oil pump drive rod. DO NOT attempt to force the distributor into position.

OPTION 1 – Remove the distributor and use a long screwdriver to turn the oil pump shaft until it properly aligns with the distributor shaft. This step may take a few attempts.

OPTION 2 – Install the hold-down clamp and bolt and tighten just enough to exert a very slight pressure against the distributor. Manually rotate the engine until the distributor drops down into place.

- 10) With the distributor properly seated, tighten the hold-down bolt just enough so that the distributor is held in place, but can still be rotated with a little effort. All gap should be eliminated between the distributor and block.
- 11) Reinstall the distributor cap.
- 12) Rotate the body of the distributor until the vacuum advance canister is positioned close to the original location(this is commonly near the 6 o'clock position.
- 13) Starting with the spark plug wire that was marked at the 12 o'clock position from the old cap and transfer this wire to the new cap. Continue transferring the remaining wires one at a time from the old cap and install them in the corresponding positions of the new cap. If you are unsure of cylinder number position, firing order or proper timing specifications, this information can be found in the service manual that covers your particular engine.
- 14) Reconnect negative battery cable.



WIRING

There are three (3) wire coming out of the distributor, terminating in a Weather-Pack 3-pin connector. The wire colors are Orange, Red, and Black. These plug into the mating 3-pin harness supplied with the distributor and connect to a standard canister or performance coil. Coil should be supplied with a minimum of 12V when ignition key is in the run position.

Red: Connect to Coil (+)

Orange: Connect to Coil (-)

Black: Connect to frame or chassis ground

NOTE – To install with a CD ignition box, refer to the instructions that came with the ignition box.

TUNING

This distributor is pre-set to a baseline timing advance curve which is similar to the factory settings. Tuning should be performed by a qualified technician.

ADVANCE BUSHING – Selection & Installation

There are 3 different advance bushings included in the hardware package. The distributor comes with a blue 21° bushing already installed. If a different degree of maximum advance is desired, follow the procedures below to change the bushings.

BUSHING SIZES:

28°
RED



25°
SILVER



21°
BLUE



18°
BLACK



BUSHING INSTALLATION PROCEDURE

- 1) Take off the locknut and washer underneath the advance assembly. This is located directly below the bottom of the bushing pin. The bushing should slide off. If not, wiggle assembly.
- 2) Select the new bushing and slide onto the bushing pin.
- 3) Install the washer and locknut.

ADVANCE CURVE – SPRING SELECTION

This distributor comes with the blue (medium tension) springs installed. In the included advance parts kit you received two sets of optional tension springs. The silver-metallic springs are heavy tension and the light silver springs are light tension. The springs can be used in sets or mixed depending on the advance curve you desire.

HOW TO SET UP THE MECHANICAL ADVANCE LOCK-OUT

- 1) Remove the springs, weights and the advance stop bushing from the advance assembly.
- 2) Remove the roll-pin and gear at the bottom of the distributor.
- 3) Push the shaft from the bottom so about 2" protrudes out of the housing. DO NOT remove the shaft.
- 4) Turn the shaft 180° so the bushing pin lines up with the small hole in the advance plate. Pull shaft down so pin slides into hole.
- 5) Put the locknut and washer back onto the advance bushing pin, which locks the advance in place.
- 6) Install the drive gear and roll-pin.
- 4) Install the black plastic lock-out plate in place of the canister. Install the two retaining screws



HOW TO INSTALL THE VACUUM ADVANCE LOCK-OUT

- 1) Remove the two allen head screws that mount the vacuum advance canister.
- 2) Rotate snap ring that secures the magnetic pick-up mounting plate, so it is accessible, & remove.
- 3) Lift the mounting plate slightly, and slide out the vacuum advance canister.
- 4) Install the black plastic lock-out plate in place of the canister. Install the two retaining screws
- 5) Install the supplied screw and washer through the lockout and tighten.
- 6) It is important to make sure the pickup plate is parallel with the housing of the distributor. If it is cocked or slanted, the paddles of the reluctor may contact the pickup and destroy one or both of them. Check the clearance by rotating the distributor shaft. If necessary, use the supplied shims under the lockout hold-down to correctly position the pickup plate.

NOTE – If no shims were required, use one beneath the washer of the Lock-out hold-down screw.

NOTE – Do not forget to plug the original vacuum advance hose.

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