

# HEI Distributor Installation Guide

1. Unpack your new distributor, and inspect it for possible shipping damage. If you find any damage, please contact the retailer where the product was purchased.
2. Remove and label each spark plug wire from the original distributor cap one at a time, making sure to clearly label the order in which the wires were installed.
3. Before removing the distributor you will replace, slowly crank the engine until the rotor aims at a good reference point on the engine or firewall. Note this point as well as the position of the vacuum canister. This will be used to help with the initial position of the new SQR Performance™ distributor.
4. Remove original distributor assembly from engine. Be sure to inspect the distributor shaft and gear, comparing them to the new SQR Performance distributor. The shaft and gear size/shape should match identically.
5. Unplug the 3-wire harness connector on the new distributor and remove the cap.
6. Carefully install the new SQR distributor into the engine. Correct distributor position is determined when shaft is fully seated and both the rotor and vacuum canister point to the previously noted reference marks. If the distributor does not fully seat, try manually rotating the engine slowly until distributor seats fully. **NOTE:** Be sure the supplied upper gasket is used.
7. Tighten hold down clamp to lock the distributor in place.
8. Install the new distributor cap and plug in the 3-wire harness connector. Install plug wires onto the cap in the same corresponding order as previously labeled. If switching from a socket cap, new SQR Performance HEI plug wires or new boot/terminal kit will be required.
9. Connect wiring pigtail to distributor cap. "BATT" terminal must be connected to a 12-volt, keyed power source. Be sure there are no inline resistors. The Optional "TACH" terminal can be used for connecting an external electronic tachometer.
10. Start engine and check initial timing with timing light. If necessary, adjust the timing by loosening the hold down clamp and turning the base of the distributor housing (clockwise or counterclockwise) until desired timing is achieved. Retighten hold down clamp when finished. If engine will not idle smoothly, check firing order to verify wire routing is correct. Consult a service technician or service manual for detailed corrective procedures. **NOTE:** Be sure to set initial timing with vacuum canister disconnected and vacuum line plugged.
11. To complete installation, connect the vacuum hose to the vacuum advance canister.

# Important Timing Adjustment Information

The vacuum advance on this SQR Performance HEI Distributor is adjustable. Using the supplied Allen wrench, the vacuum advance canister can be adjusted as follows:

1. The vacuum advance is only to be adjusted after the initial timing for the engine and distributor is complete.
2. Insert Allen wrench into the port of the vacuum canister. Turn the wrench clockwise until maximum rotation is achieved. Be sure to leave the vacuum line on the carburetor or EFI plugged during the adjustment procedure.
3. Using a timing light, start engine and allow operating temperature to be reached.
4. Reconnect vacuum line to the vacuum advance canister, this will add 8–10 degrees of advance under a “no load” condition. When engine is under “full load”, vacuum advance will provide zero advance.
5. Test drive after installation is complete, paying close attention to any noise under full throttle. If spark knock is detected, retard initial timing as needed. If spark knock is detected at partial throttle, adjust vacuum advance as needed.
6. For every 2 full turns of Allen wrench in the vacuum advance canister, timing will be altered by 2 degrees of timing. Do not turn the vacuum advance screw more 10 full turns from the bottom position to avoid the screw from disengaging.

## Warning & Disclaimer

Advancing timing beyond factory specifications may result in detonation and engine damage.

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