

## Please read these instructions before installing!

**You should always disconnect the battery, negative lead first, before working on the ignition system. When you are done reconnect the battery installing the positive lead first.**

**The drive gear installed on these distributors are compatible with flat tappet camshafts. If it is to be installed with a hydraulic roller or mechanical roller camshaft, a steel, bronze or other such compatible gear will need to be used. (6001BK & 6001SC are .491") (6005 is .467") (6002, 6003 & 6004 Ford HEI distributor gears can not be changed)**

1. If the distributor to be replaced has not been removed from the engine, remove the cap. Do not remove the spark plug wires at this time.
2. Crank the engine slowly until the rotor blade aims at a fixed point on the engine or firewall. Note this point for future reference.
3. Unplug all external connectors from the distributor.
4. Now put the existing cap back on and note and mark which spark plug wire the rotor (blade) is pointing at. Then number the wires according to cylinder and remove the wires. If in doubt you can leave the wires connected to the old cap and transfer them to the new cap and distributor later in the process (see point # 9).
5. Loosen and remove the distributor hold-down bolt and clamp. Lift the old distributor out. At this point the rotor may spin and move from its position. This is because of the distributor gear.
6. Install the gasket and lower the new distributor into position. The rotor should be aimed at the same fixed point as was the rotor from the old distributor. After the new distributor has been lowered into place, you may find that it hasn't seated firmly against the intake manifold. This indicates that the lower end of the distributor shaft is not properly aligned with the oil pump drive rod. Do not attempt to force the distributor into position.
7. Either remove the distributor and use a long screwdriver to turn the oil pump shaft until it properly aligns with the distributor shaft, or reinstall the hold-down clamp and thread the bolt just enough to exert a very slight pressure against the distributor. Manually rotate the engine until the distributor drops down into place.
8. 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.
9. Remove the plug wires one at a time from the old cap and install them in the corresponding positions of the new cap. After all wires have been transferred, verify that the wire in the terminal post that is aligned with the rotor leads to number one cylinder. If you are unsure of cylinder number position or firing order, this information can be found in the service manual that covers your particular engine. Re-install the distributor cap.
10. Connect a switched 14 gauge wire from a 12V source to the B+ terminal of the distributor cap. Figure 1. If converting from a point style ignition, all primary Ignition resistance should be removed. Ensure the 3-pin connector from the distributor is connected to the cap.
11. To connect a tachometer, plug the trigger wire of the tach to the "Tach" terminal on the cap. For factory tachometers, a tach signal filter may be required.

Figure 1

