



Promaster Distributor Instruction Manual

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INSTALLATION INSTRUCTIONS

PROMASTER® SERIES - FORD

FORM INST8577M 05/12

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 negative lead first.

Included with the distributor:

- 1 - Machined Ford V8 Distributor**
- 1 - Rotor**
- 1 - Distributor Cap**
- 1 - Wire Retainer**
- 2 - 1.5" Self Tapping Screws**
- 1 - Advance Kit**

- 1 - Tube of Gear Lubricant**
- 1 - O-Ring**
- 1 - Vacuum Advance Lock-Out Kit
(if equipped with vacuum advance)**

HOW TO INSTALL THE DISTRIBUTOR

1. Disconnect the trigger wire from the coil (-) terminal. Locate the spark plug wire on the original distributor cap that is used to set engine timing. See a service manual for this location. Mark the distributor cap and distributor housing at this spark plug wire position.
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 a service manual for these locations.
3. Remove the distributor cap from the distributor. Do not remove the sparkplug wires or coil wire at this time. Make sure the rotor blade points to the mark made on the distributor housing (from Step 2). 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.
4. Note the direction that the rotor is pointing. If you are replacing a vacuum advance distributor, note the direction the vacuum chamber is pointing. Remove the distributor hold down clamp and remove the distributor from the engine.
5. 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.
6. Reinstall the hold-down clamp and thread the bolt just enough to exert a very slight pressure against the distributor. If the distributor was not firmly seated, manually rotate the engine until the distributor drops down into place.
7. 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.
8. 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. Put on the distributor cap.
9. Reconnect the wiring lead from the distributor to the ignition switch. At this time you can begin timing.

ADVANCE BUSHINGS

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

BUSHING SIZE



HOW TO SET UP THE ADVANCE BUSHINGS

- Take off the locknut and washer at the bottom of the advance assembly at the bottom of the bushing pin.
- The bushing will slide off.
- Select the new bushing and install.
- Install the washer and locknut.

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. Remove the roll-pin and stop collar at bottom of distributor housing.
3. Lift the shaft at least two inches out of the housing, but do not remove the shaft.
4. Turn the shaft 180° so the bushing pin slides into the small hole on the advance plate.
5. Put the locknut and washer back onto the advance bushing pin, which locks the advance in place.
6. Install stop collar and roll-pin. Install the drive gear and roll-pin.

NOTE: WHEN INSTALLING A HIGH PERFORMANCE IGNITION SYSTEM WITH THIS DISTRIBUTOR, PLEASE REFER TO THE INSTRUCTIONS THAT COME WITH THE IGNITION CONTROL BOX. THIS DISTRIBUTOR HAS THE CORRECT COLOR CODE.

HOW TO SET UP THE VACUUM ADVANCE LOCK OUT ON THE #8350M, #8352M AND #8354M DISTRIBUTORS

If you do not want to use the vacuum advance canister of the has supplied a lockout mechanism.

1. Remove the two Allen head screws that hold the advance canister.
2. Remove the snap ring that holds the magnetic pickup assembly in place.
3. Gently lift up on the magnetic pickup plate and slide the vacuum canister out.
4. Install the Lockout 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. 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.

HOW TO WIRE THE READY-TO-RUN #8350M, #8352M AND #8354M DISTRIBUTOR

Red lead to coil (+) positive

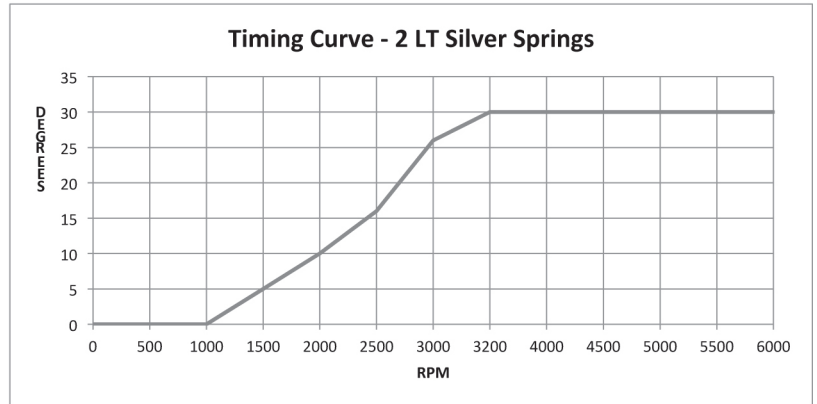
Orange lead to coil (-) negative

Black lead with the larger ring terminal to engine ground.

NOTE: The #8352M and #8579M distributors for the 221-302 engines are supplied with an iron drive gear for use with a flat tappet camshaft only. If you are using either of these distributors in a late model 5.0L engine equipped with a hydraulic roller camshaft or an earlier engine retrofitted with a hydraulic roller camshaft you will need to change to a steel alloy drive gear #29418PD. If you are using either of these distributors in an engine equipped with a billet mechanical roller camshaft you will need to change to a bronze alloy drive gear #29429PD.

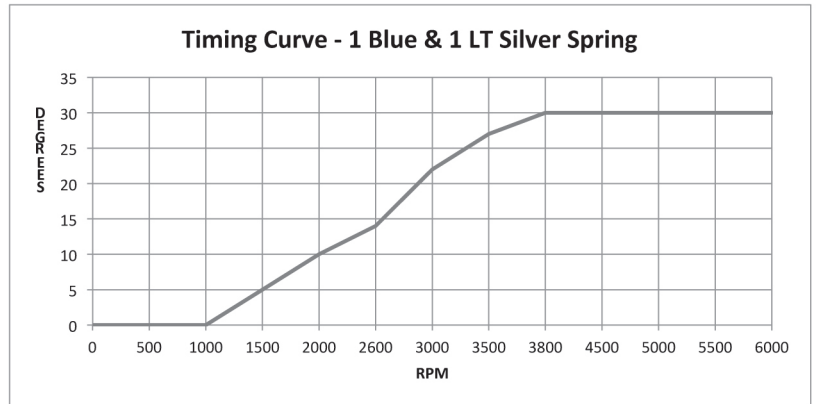
Timing Curve - 2 LT Silver Springs

RPM	Degrees
0	0
500	0
1000	0
1500	5
2000	10
2500	16
3000	26
3200	30
4000	30
4500	30
5000	30
5500	30
6000	30



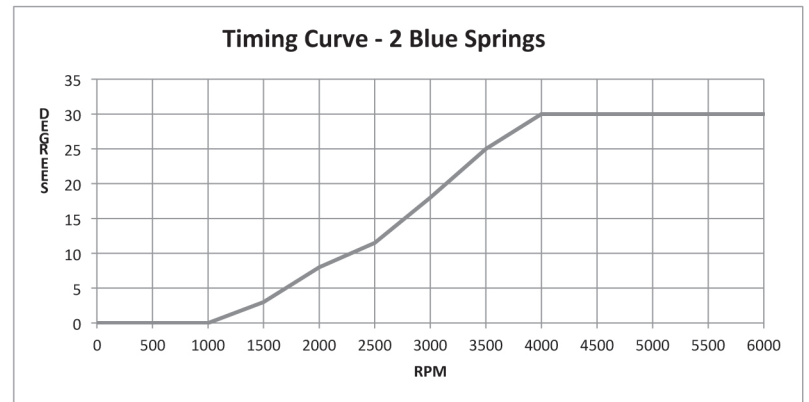
Timing Curve - 1 Blue & 1 LT Silver Spring

RPM	Degrees
0	0
500	0
1000	0
1500	5
2000	10
2600	14
3000	22
3500	27
3800	30
4500	30
5000	30
5500	30
6000	30



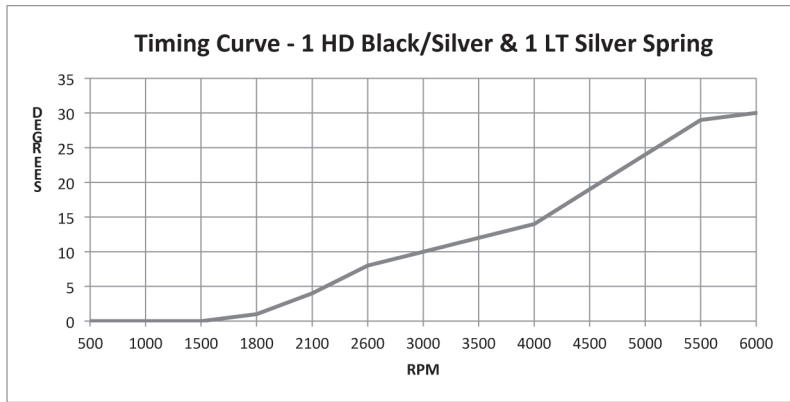
Timing Curve - 2 Blue Springs

RPM	Degrees
0	0
500	0
1000	0
1500	3
2000	8
2500	11.5
3000	18
3500	25
4000	30
4500	30
5000	30
5500	30
6000	30



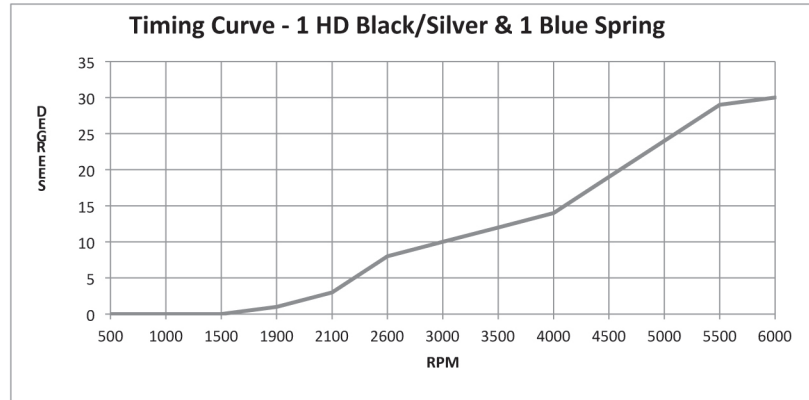
Timing Curve - 1 HD Black/Silver & 1 LT Silver Spring

RPM	Degrees
500	0
1000	0
1500	0
1800	1
2100	4
2600	8
3000	10
3500	12
4000	14
4500	19
5000	24
5500	29
6000	30



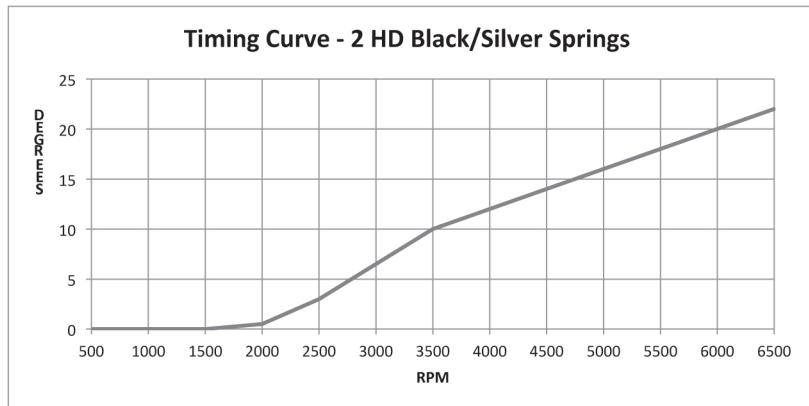
Timing Curve - 1 Black & 1 Blue Spring

RPM	Degrees
500	0
1000	0
1500	0
1900	1
2100	3
2600	8
3000	10
3500	12
4000	14
4500	19
5000	24
5500	29
6000	30



Timing Curve - 2 HD Black/Silver Springs

RPM	Degrees
500	0
1000	0
1500	0
2000	0.5
2500	3
3000	6.5
3500	10
4000	12
4500	14
5000	16
5500	18
6000	20
6500	22



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INSTALLATION INSTRUCTIONS

PROMASTER® SERIES - GM

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 negative lead first.

Included with the distributor:

- 1 - Machined Chevy V8 Distributor
- 1 - Rotor
- 1 - Distributor Cap
- 1 - Wire Retainer
- 2 - 1.5" Self Tapping Screws
- 1 - Advance Kit

- 1 - Gasket
- 1 - Tube of Gear Lubricant
- 2 - O-Rings
- 1 - Vacuum Advance Lock-Out Kit (if equipped with vacuum advance)

HOW TO INSTALL THE DISTRIBUTOR

1. Disconnect the trigger wire from the coil (-) terminal. Locate the spark plug wire on the original distributor cap that is used to set engine timing. See a service manual for this location. Mark the distributor cap and distributor housing at this spark plug wire position.
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 a service manual for these locations.
3. Remove the distributor cap from the distributor. Do not remove the sparkplug wires or coil wire at this time. Make sure the rotor blade points to the mark made on the distributor housing (from Step 2). 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.
4. Note the direction that the rotor is pointing. If you are replacing a vacuum advance distributor, note the direction the vacuum chamber is pointing. Remove the distributor hold down clamp and remove the distributor from the engine.
5. 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.
6. Install the gasket using plenty of the supplied lubricant.
7. Reinstall the hold-down clamp and thread the bolt just enough to exert a very slight pressure against the distributor. If the distributor was not firmly seated, 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. Put on the distributor cap.
10. Reconnect the wiring lead from the distributor to the ignition switch. At this time you can begin timing.

BUSHING SIZE



Take off the locknut and washer at the bottom of the advance assembly at the bottom of the bushing pin.

- The bushing will slide off.
- Select the new bushing and install.
- Install the washer and locknut.

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. Lift the shaft at least two inches out of the housing, but do not remove the shaft.
4. Turn the shaft 180° so the bushing pin slides into the small hole on the advance plate.
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.

NOTE: WHEN INSTALLING A HIGH PERFORMANCE IGNITION SYSTEM WITH THIS DISTRIBUTOR, PLEASE REFER TO THE INSTRUCTIONS THAT COME WITH THE IGNITION CONTROL BOX. THIS DISTRIBUTOR HAS THE CORRECT COLOR CODE.

HOW TO SET UP THE VACUUM ADVANCE LOCK OUT ON THE #8360M AND #8361M DISTRIBUTORS

If you do not want to use the vacuum advance canister of the has supplied a lockout mechanism.

1. Remove the two Allen head screws that hold the advance canister.
2. Remove the snap ring that holds the magnetic pickup assembly in place.
3. Gently lift up on the magnetic pickup plate and slide the vacuum canister out.
4. Install the Lockout 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. 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.

HOW TO WIRE THE READY-TO-RUN #8360M DISTRIBUTOR

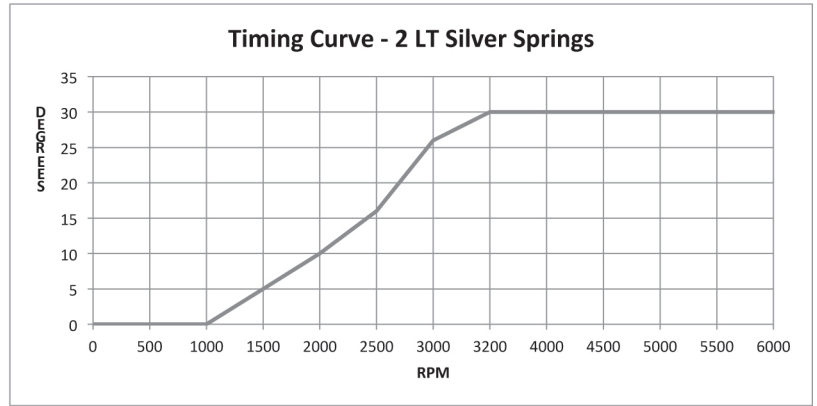
Red lead to coil (+) positive

Orange lead to coil (-) negative

Black lead with the larger ring terminal to engine ground.

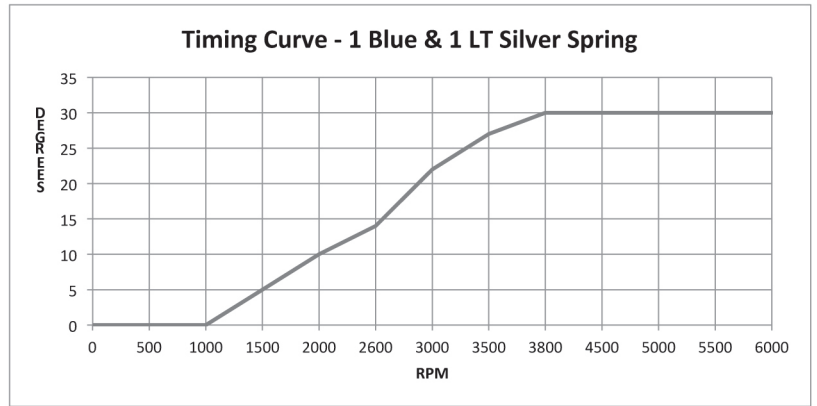
Timing Curve - 2 LT Silver Springs

RPM	Degrees
0	0
500	0
1000	0
1500	5
2000	10
2500	16
3000	26
3200	30
4000	30
4500	30
5000	30
5500	30
6000	30



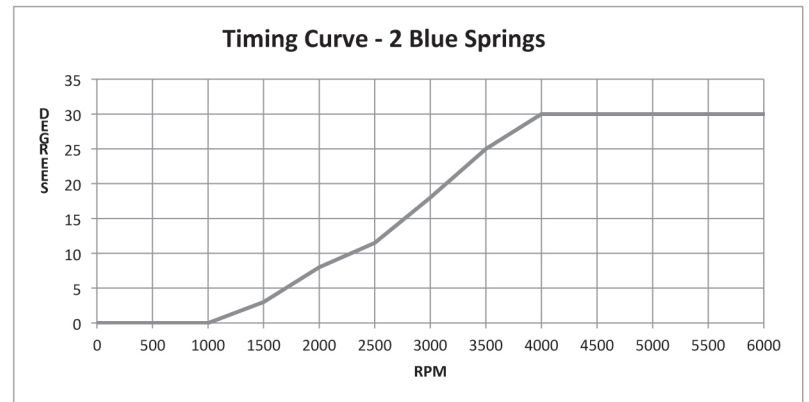
Timing Curve - 1 Blue & 1 LT Silver Spring

RPM	Degrees
0	0
500	0
1000	0
1500	5
2000	10
2600	14
3000	22
3500	27
3800	30
4500	30
5000	30
5500	30
6000	30



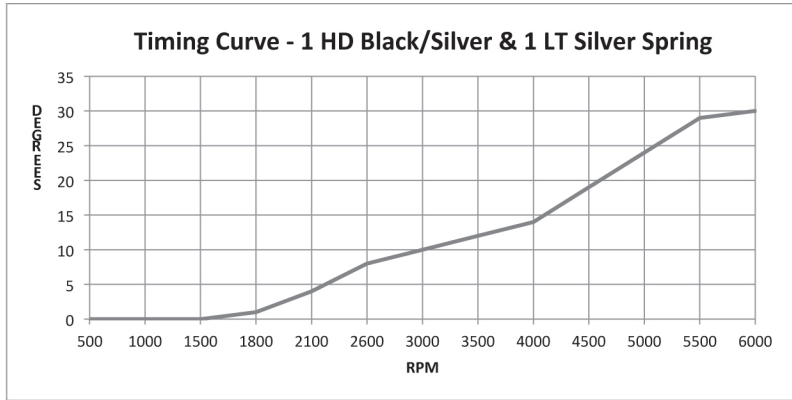
Timing Curve - 2 Blue Springs

RPM	Degrees
0	0
500	0
1000	0
1500	3
2000	8
2500	11.5
3000	18
3500	25
4000	30
4500	30
5000	30
5500	30
6000	30



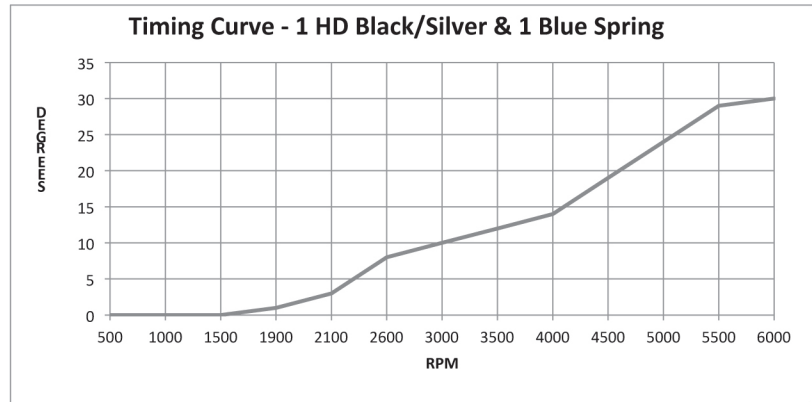
Timing Curve - 1 HD Black/Silver & 1 LT Silver Spring

RPM	Degrees
500	0
1000	0
1500	0
1800	1
2100	4
2600	8
3000	10
3500	12
4000	14
4500	19
5000	24
5500	29
6000	30



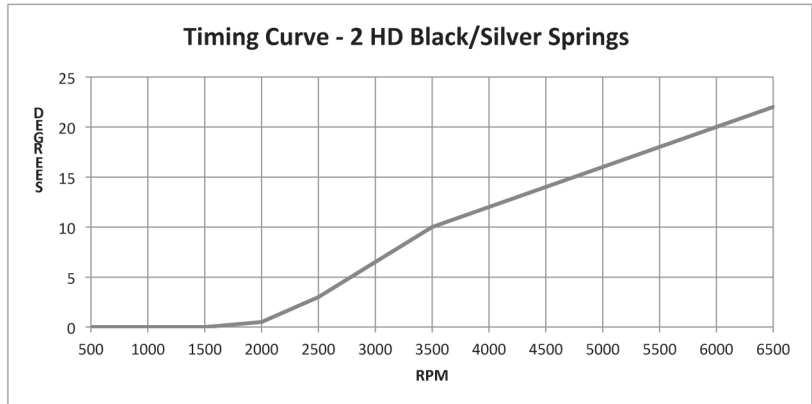
Timing Curve - 1 Black & 1 Blue Spring

RPM	Degrees
500	0
1000	0
1500	0
1900	1
2100	3
2600	8
3000	10
3500	12
4000	14
4500	19
5000	24
5500	29
6000	30



Timing Curve - 2 HD Black/Silver Springs

RPM	Degrees
500	0
1000	0
1500	0
2000	0.5
2500	3
3000	6.5
3500	10
4000	12
4500	14
5000	16
5500	18
6000	20
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