



INSTALLATION INSTRUCTIONS

Late Model GM EFI V8 Distributor PN 559 1

Parts Included:

1 - Distributor

1 - Gear Lubricant

1- Gasket

WARNING: During installation disconnect the battery cables. When disconnecting the battery, always remove the negative cable first and install it last.

This Distributor is designed as direct replacement for most GM V8 engines with factory fuel injection systems and a remote, dual connector coil. For race or high rpm endurance applications, the MSD Pro-Billet, PN 8366, model is recommended.

REMOVAL

1. Remove the existing distributor cap without disconnecting any spark plug wires.
2. With the cap off, turn the engine over until the rotor is aimed at a fixed point on the engine or firewall. Note this position by making a mark (Figure 1).
3. Place the distributor cap back on and note which plug wire the rotor is pointing at. Mark the spark plug wires and remove the cap.
4. Disconnect the two connectors from the distributor's ignition module.
5. Loosen the distributor hold-down clamp and slide it out of the way.
6. Lift the distributor out of the engine. Note that the rotor rotates as you lift it out. This is due to the helical cut gear and should be taken into consideration when installing the new distributor.

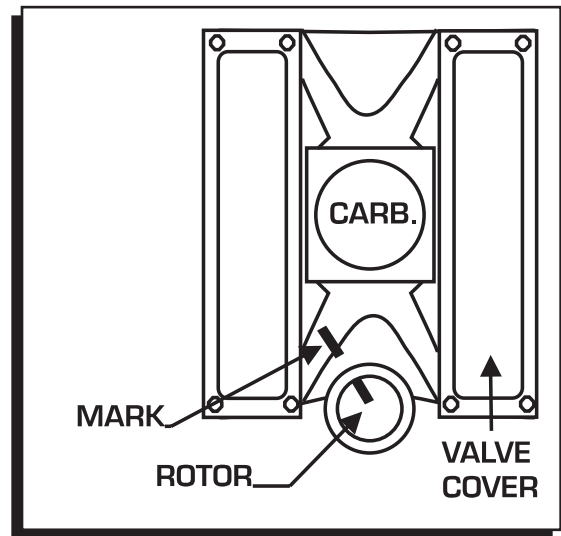


Figure 1 Marking the Distributor Location.

INSTALLATION

1. Remove the cap from the Street Fire distributor. Install the new gasket on the housing.
2. Apply a liberal amount of the supplied break-in lubricant to the distributor gear.
3. Install the distributor making sure that the rotor comes to rest at the fixed mark. If the distributor will not fully seat you may need to rotate the oil pump shaft.
4. With the rotor in the correct position and the distributor fully seated, install the distributor clamp and tighten it.
5. Connect the two wiring harnesses.
6. Install the distributor cap and install the spark plug wires one at a time to ensure correct location. Chevrolet V8 firing order is: 1-8-4-3-6-5-7-2.
7. You will need to check the ignition timing to get it to exact specifications. To check the timing you need to disconnect the single wire "EST" connector. Follow the recommended procedure which should be outlined on the Emission Specification Decal in the engine compartment.

Note: When you disconnect the EST, the Check Engine Light will illuminate and a code will set. When the vehicle is shut off and the connector is plugged back in, the Check Engine Light will turn off, however the code will be in the memory. The code will disappear after several start sequences. To clear the code immediately, disconnect the negative battery cable for five minutes.

