HIGH PERFORMANCE HEI DISTRIBUTOR
INSTALLATION INSTRUCTIONS

Part No. 67043 (Fits 361-383-400 Engines) & **Part No. 67044** (Fits 413-426 HEMI-426W-440 Engines)

Step 1- Unpack the distributor carefully and inspect it for possible shipping damage. Inspect again after removing the cap.

Step 2- If the distributor to be replaced has not already been removed from the engine, remove its cap. On HEI distributors, unplug the pickup-to-coil harness from the cap. Do not remove the plug wires at this time. Crank the engine slowly until the rotor blade aims at a fixed point on the engine or firewall. Note this point for future reference.

Step 3- Find the connector in the wiring from the distributor to the ignition switch, and unplug it.

Step 4- Loosen and remove the distributor hold-down bolt and clamp. Lift the old distributor out. If the engine had been running within the past few minutes, the distributor housing may be hot and coated with hot engine oil. Wrap a shop towel around the distributor to avoid burning your hands and dripping oil.

Step 5- Lower the new distributor into position. The rotor should be aimed at the same fixed point as was the rotor of the old distributor.

Step 6- With the distributor properly seated, reinstall the hold-down clamp and tighten the hold-down bolt just enough so that the distributor is held in place, but can still be rotated with a little effort. Again, make sure that the vacuum canister is aligned with the reference mark.

Step 7- With the new cap on the distributor remove the plug wires one at a time from the old cap and install them in the corresponding positions of the new one, then plug the pickup lead connector into the new distributor cap.

Step 8- Reconnect the wiring leading from the distributor to the ignition switch.

Step 9- Connect a timing light. Start the engine and allow it to warm up sufficiently to idle smoothly. It may be necessary to rotate the distributor (either clockwise or counterclockwise) before a smooth idle can be achieved. If the engine will not idle smoothly, the firing order may be incorrect or the rotor may not have been properly aligned during installation. Consult a service manual for corrective procedures.

Step 10- Consult the appropriate service manual to determine the factory-recommended initial timing and idle speed. Advancing timing two to four degrees from the factory setting will usually provide improved performance and fuel economy. However, timing advanced beyond factory specifications may result in detonation, which can cause engine damage. Listen carefully-if you hear the engine knocking or pinging, retard initial timing as required to eliminate it.

For addition tech support, please call (586)774-2500, Monday-Friday, 9 a.m.-5 p.m. ET,
or send an email to tech@ProformParts.com

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