



PRO 25 UNIVERSAL WIRE SET INSTALLATION INSTRUCTIONS

READ CAREFULLY BEFORE

STARTING INSTALLATION

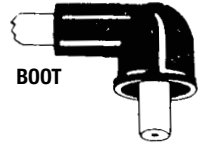
1. Remove only one wire at a time. Replace it with a new wire before removing a second wire.
2. Begin with the longest wire. Then replace the next longest wire, and so forth, ending with the shortest wire.
3. Select new wire from universal set, using the longest wire in the package first.
4. Snap spark plug boot onto spark plug and route new wire back through brackets to distributor cap.

5



CUT

6



BOOT

5. Cut off excess spark plug wire length at distributor cap. (See illustration 5.)
6. Slide distributor boot onto spark plug wire (See illustration 6.)
7. Strip 7/8" of insulation away from spark plug wire conductor core. Be very careful not to cut or nick the conductor core when stripping away the insulation. (See illustration 7.)
8. Fold conductor core back along wire. (See illustration 8.)
9. Put distributor terminal over conductor and crimp into place. (See illustration 9.) We recommend the use of ACCEL crimping jaws part no. 170042 on 7mm and 8mm wire sets or ACCEL part no. 170036 or 170037 ignition wire crimping tool. The ACCEL crimping jaws are much less expensive than the crimping tool, but requires the use of a vise to hold in place.

SUPPRESSION OR SPIRAL CORE



WRONG

DO NOT SLIT CORE



WRONG

DO NOT SHRED OR STRIP AWAY CORE



RIGHT

7

COPPER CORE



WRONG

DO NOT CUT OFF SINGLE STRANDS



WRONG

DO NOT LEAVE STRANDS SEPARATED AFTER STRIPPING



RIGHT

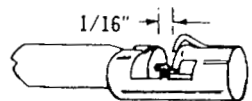
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FOLD

10. Push distributor terminal firmly into distributor cap and slide distributor boot onto distributor cap.
11. Return to step 2 (above) and repeat process for each wire, ending with the coil wire.

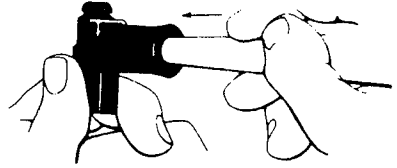
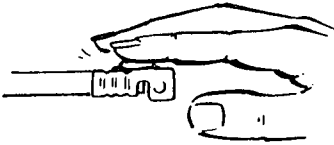
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TERMINATE

(SEE REVERSE SIDE FOR H.E.I. INSTRUCTIONS)

INSTALLING H.E.I. DISTRIBUTOR CAP BOOTS



Follow Steps 1-5 and 7-9 first.

1. Lightly lubricate the terminal with silicone dielectric grease and slide the wire into the H.E.I. boot.
2. Small amounts of grease may also be applied inside of boots on both spark plug and distributor cap ends. This silicone dielectric grease will prevent corona and arcing conditions.
3. Be sure you have made a good connection in the distributor cap and coil. You should recheck these connections periodically. If connector in distributor cap or coils is gray-green, or appear corroded you may have a poor connection. Poor connections at either the distributor or spark plug ends will cause an arcing condition.