High Output GM HEI Module with Rev-Limiter Control

Installation instructions for ... JEGS Part # 555-40062

>>>> Please read this entire installation sheet before attempting to install the module <<<<

Contents....

1 - HEI module with Rev limiter switches
1 – 8/32 machine screw
1 - White Thermal grease pack
1 – 14-18 gauge female connector

Overview Notes....

>>>> This module can be installed into any original GM style HEI distributor. You can do this complete procedure with the distributor either in or out of the engine. It is recommended to have the distributor out of the vehicle.

>>>> This HEI Module will replace the stock configuration 4 pin GM module and the harness/condenser assembly inside a 4, 6 (even-fire only) or 8 cylinder HEI distributor.

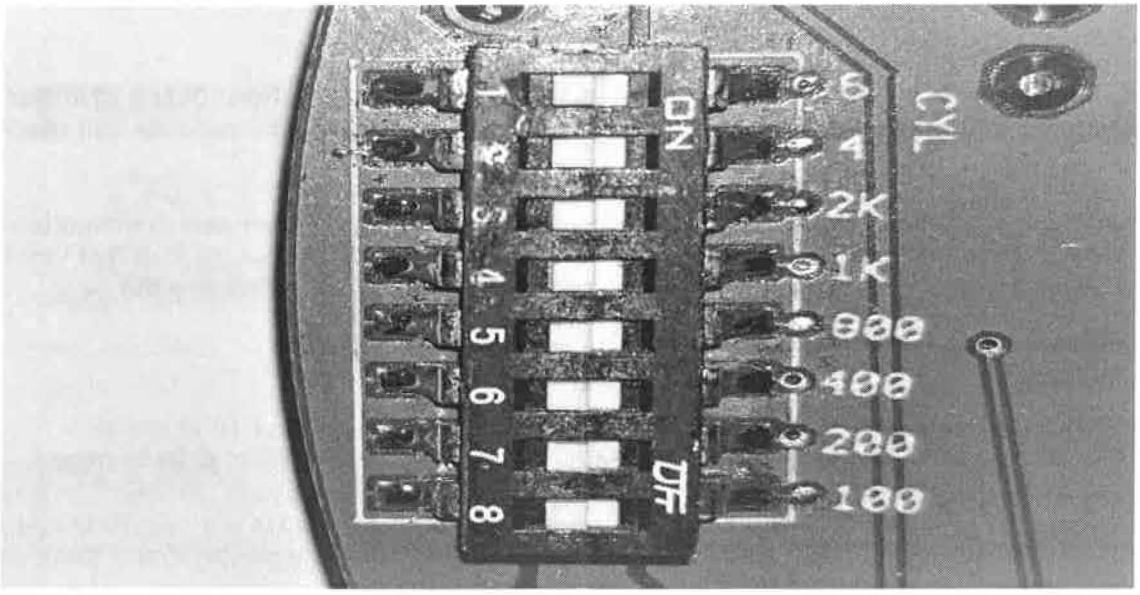
>>>> Only the stock magnetic pickup and reluctor/stator assembly and harness will remain from the original set up.

Performance note... For optimum performance in spark output, use a higher that stock turns ratio (70:1) coil. You can use up to a 130:1 turns ratio coil.

STEP 1 - SELECTING THE CYLINDER OF YOUR ENGINE

Below is a close up picture of the DIP switch board on the module face

All of the switches in the picture below, are in the OFF position, which is towards the #'s 1 thru 8

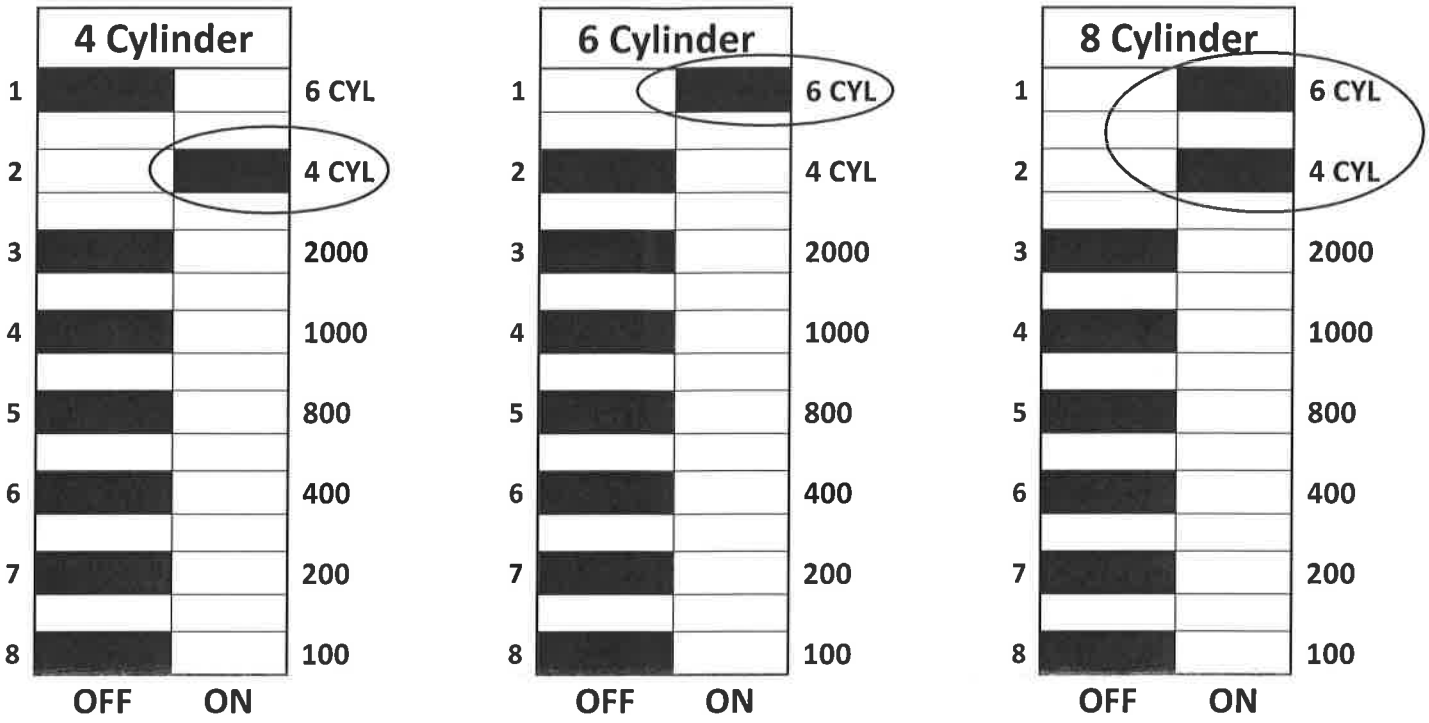


NOTE... The 4 cyl. and/or 6 cyl. switches MUST be set to the proper configuration for the cylinder of your engine BEFORE adjusting the RPM setting or permanent damage to the module will result.

SELECTING THE CYLINDER OF YOUR ENGINE - Con't from page 1

1. Set the cylinder of your engine by moving the 4 cyl. and/or 6 cyl. switches to the positions shown in charts below.
2. Use a small blade screwdriver or the like, to move the position of the DIP switches.

NOTE... In the charts below, the BLACK blocks represent the position of the switch on the board.



STEP 2 - SELECTING THE RPM LIMIT FOR YOUR ENGINE

!!!! IMPORTANT !!!!

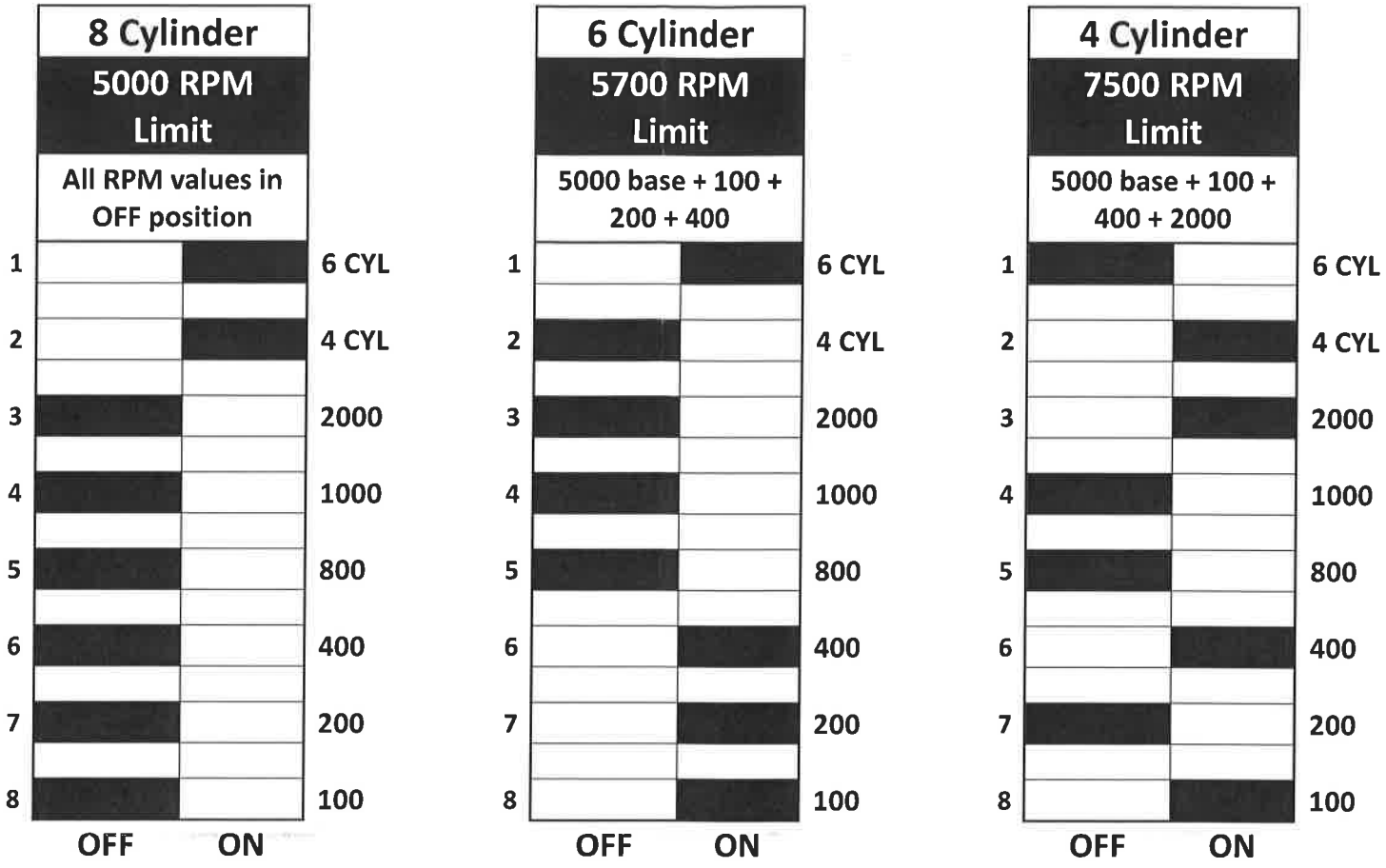
The 4 cyl. and/or 6 cyl. switches MUST be set to the proper configuration for the cylinder of your engine BEFORE adjusting the RPM setting or permanent damage to the module will result.

NOTE... Erratic timing could be a result of backlash in the distributor/camshaft gear combination or excessive wear of the distributor bushings. This could result in the rev limit that you have selected, to start anywhere from 100 to 300 RPM's BELOW your chosen setting.

NOTE... The Maximum Rev limiter setting is 9,500 RPM.

1. The module is pre-set for a minimum base limit of 5000 RPM. This is when all RPM values, (switch numbers 3 thru 8), are in the "OFF" position, as shown in the "8 cylinder" chart on page 3.
2. To increase the RPM limit up from the base setting of 5000 RPM, you need to start with RPM switches, numbered 3 thru 8, in the "OFF" position. You then need to move one or a combination of these switches to the "ON" position, to obtain your **TOTAL** desired RPM limit.
3. By adding the value of each individual switch you moved to the "ON" position, to the base setting of 5,000, you will obtain your maximum RPM setting. See the example charts on page 3.

NOTE... In the charts below, the BLACK blocks represent the position of the switch on the board.



STEP 3 - INSTALLING THE MODULE

1. Make sure the ignition key is in the off position. If the distributor is installed in the engine, unplug from the distributor, the Positive (+) Battery lead first and then the Tach lead wire (if so equipped).
2. Unplug the 3-wire connector from the distributor cap and note it's position in the cap. Remove the cap/coil assembly and rotor. To maintain the proper firing order of your engine, you can leave the spark plug wires attached to the distributor cap.
3. Disconnect the 2 harnesses from the module in the distributor.
4. Remove and **SAVE** the two (2) screws holding down the control module. Lift out the stock GM 4 Pin style module.
5. Remove the mounting screw holding the harness/condenser assembly and remove the harness from the distributor housing.
6. Wipe off all of the old white thermal grease on the pad area of the distributor housing where the control module was situated. You can use an electrical contact cleaner or brake cleaner sprayed onto a clean towel, to wipe off the old white thermal grease. Make sure the mounting pad surface area is clean and free of the old grease.
7. With the white thermal grease that came with the module, apply an even, light coat across the entire silver area of the bottom of the new module. The entire silver bottom of the module should be covered with a thin layer of grease. You can also apply a thin layer onto the distributor pad where the old module was located.

NOTE... DO NOT USE DI-ELECTRIC GREASE IN PLACE OF THE ENCLOSED WHITE THERMAL GREASE! Dielectric grease inhibits heat transfer and will cause the module to overheat and fail. Use of anything other than the grease enclosed with this module, will void any warranty on this product.

8. Find the notch cutout in the distributor housing where the old wires were exiting the distributor. Locate the grommet affixed on the wires protruding from the new module. Index the grommet so the stepped side of the grommet goes into the notch in the housing first. Push to seat the grommet into the housing.
   NOTE... There is now an extra YELLOW wire exiting the distributor – See page 4 for further instructions.

9. Place the module, greased side down, onto the distributor pad where the original module was situated. Using the 2 module screws you saved from the original module, put them through the 2 small holes in the module, through the silver plate and and begin to screw them into the original module mounting holes in the mounting pad. **DO NOT tighten them down completely.** The module should be secured but movable.

10. Use the supplied 8-32 screw and put through the hole located at the end of the module where the wires are protruding. Begin threading the screw into the distributor housing, but do not tighten down completely. Once this screw has been started into the threads, go back and tighten down snugly, the other two module screws. Next, tighten the remaining 8/32 screw snugly. You want to see some white grease oozing out from between the module and the pad.

11. Locate the 2 wire connector coming from the magnetic pickup/stator assembly in the distributor. **Note that There are 2 different terminal sizes in the connector**. Index the connector correctly before attempting to install it onto the 2 different sized spade terminals protruding from the end of the module. Push the connector onto the terminals for a snug fit.

STEP 4 - FINAL ASSEMBLY

1. Reinstall the rotor and the distributor cap assembly.

2. Plug the 3-wire harness connector coming out of the distributor base, into the distributor cap.

3. Plug the battery positive (+) wire into the terminal in the cap, associated with the... + or BATT designation on the coil cover

4. Install tachometer wire if equipped. See below...

Instructions for Factory & Aftermarket Tachometers & Aftermarket EFI Systems...

Factory installed tachometer....

1. Reconnect the tachometer wire to the terminal in the cap, associated with the "Tach" designation on the coil cover.

Aftermarket installed tachometer....

1. If your tachometer works off the negative (-) coil terminal, connect the input lead of the tachometer to the terminal in the cap, associated with the "Tach" designation on the coil cover.

2. If your tachometer requires a 20-40% duty cycle square wave input signal.....Connect the input lead of the tachometer to the Yellow wire in the harness coming out of the distributor. A mating connector is included in the kit.

Instructions for aftermarket EFI Fuel Injection systems needing a square wave input signal....

1. If you are running an aftermarket EFI fuel injection system that requires a 20-40% duty cycle square wave input signal, connect the input trigger lead of the EFI system to the Yellow wire in the harness coming from the distributor. A mating connector is included in the kit.

You are now ready to start the engine and test your settings.

If the engine ignition does not seem to be interrupted at the RPM limit you designated, carefully double check DIP switch locations.
