

# **Installation Instructions for 40529**

## **SSR-III RTR Forged Distributor**

### **Pontiac V8**

**Will not fit 1973-1974 Super Duty 455ci engines.**

#### **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 Pontiac V8 Distributor
- 1 - Rotor,
- 1 - Distributor Cap
- 1 - Wire Retainer with screws
- 1 - Advance Kit
- 1 - Harness
- 1- Advance lock out kit

#### **How to Install the Distributor**

1. If the distributor to be replaced has not already been removed from the engine, remove its cap. Do not remove the spark plug wires at this time.
2. Crank the engine slowly until the rotor blade aims at a fixed point on the engine or firewall. Note this point for future reference.
3. Unplug all external connectors coming from the distributor.
4. Now put the existing cap back on and note and mark which spark plug wire the rotor (blade) is pointing at. Then number the wires according to cylinder and remove the wires. If in doubt you can leave the wires connected to the old cap and transfer them to the new cap and distributor later in the process (see point # 9).
5. Loosen and remove the distributor hold-down bolt and clamp. Lift the old distributor out. At this point the rotor may spin and move from its position. This is because of the distributor gear.
6. 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.
7. Install the gasket using plenty of the supplied lubricant.
8. 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.
9. 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.
10. 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.
11. Reconnect the wiring lead from the distributor to the ignition switch. At this time you can begin timing.

#### **ADVANCE CURVE - Spring selection:**

This distributor comes with the medium tension springs installed. In the included advance parts kit you received two sets of optional tension springs. The silver-metallic springs are heavy tension and the light silver springs are light tension. The springs can be used in sets or mixed depending on the advance curve you desire.

To change the springs you will need needle nose pliers. First remove the distributor cap and rotor. You will find the springs under the rotor. Take the needle nose pliers and carefully lift the springs off their posts (so you can reuse them if needed). When installing the new springs make sure that the eyelet of the spring sits completely in the groove on the post.



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### **ADVANCE BUSHINGS:**

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



### **How to set up the ADVANCE BUSHINGS:**

- Remove the distributor cap and rotor.
- Remove the locknut and washer on the bottom of the advance assembly.
- Remove the bushing and install the new one.
- Install the washer and locknut.

### **How to set up the Mechanical Advance LOCK OUT:**

1. Remove the advance components including the springs, weights and the advance stop bushing from the advance assembly.
2. Remove the roll-pin from the drive gear and remove the gear from the shaft.
3. Slide the shaft two inches out of the housing.
4. Rotate the shaft 180° and insert the advance stop bushing pin into the small hole on the advance plate.
5. Install the locknut and washer to the advance stop bushing pin. This locks the advance in place.
6. Install the drive gear and roll-pin.

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 FOR WIRING.

- Black wire with Orange tracer = Positive (+)
- Black wire with Violet tracer = Negative (-)

### **How to set up the Vacuum Advance LOCK OUT**

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 mag 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 Pontiac RTR™ distributor**

JEGS ready to run distributor does not need an ignition box to run, but it will work with a CD ignition.

There are three (3) wires coming out of the distributor terminating in a Weather Pack 3 pin connector. The wire colors are Orange, Red, and Black. These plug into the mating 3-pin connector supplied with the distributor.

**Note:** Check to see that your coil location will reach the distributor when wired.

- Step 1: Remove the two nuts from the positive and negative towers on the ignition coil.
- Step 2: Slide the red wire with "O" ring over the positive (+) terminal on the coil and the orange wire over the negative (-) terminal. Put the nuts and lock washers back onto the terminals and tighten (do not over tighten).
- Step 3: Install the ground or black wire with "O" ring terminal to a nearby solid ground.
- Step 4: Plug the two mating Weather Pack connectors together

**Note:** To install with a CD ignition box, please refer to the instructions that come with the ignition.



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