



- Your timing curve is set based on the assumption that your static timing is set to 10* BTDC
- If you need to transfer your old distributor gear
 - put the drive gear on the bottom of the distributor and run a 5mm (13/64) drill through both the distributor drive gear and the shaft to mate the two before you try tapping the pin in.
 - clean all metal off of the gear, this is very important.
 - lubricate the gear with engine grease, cam break in lubricant or Vaseline is fine.
- When putting the distributor in, making sure the rotor is pointing at number 1 the same orientation as a stock distributor helps make sure spark plug wire length will work. Number one is usually pointing to the front left headlight.
- Make sure the distributor is all the way down. You'll most likely have to rotate the oil pump gear shaft using a long flat head to line up with the cog.
- Read the directions (123ign instructions that came with it) on lining up the distributor to number one. Take the cap off, turn the key to the on position and rotate the distributor counterclockwise until the yellow light underneath the rotor just turns on. If the light is already on when you look under the rotor, rotate the distributor clockwise until it turns off, then counter clockwise until it turns on and snug the distributor. After the light comes on, visually verify that the rotor is pointing at or near the number one spark plug wire, it should be just off the center of the plug wire.

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