**Instruction manual for installation of HEI distributors**

The HEI distributor is a strong distributor with a built-in ignition coil.

It has an aluminum housing and double steel bushings. The distributor has a strong ignited amplifier and generates 65,000 Volts. It has solid brass contacts and simple 1-wire connection.

**Distributor installation**

1. Place the engine in TDC (top position). The rotor should then point to the first cylinder. The top position is when the first cylinder is at its highest point just before it turns. Be sure to mark the position of cylinder 1.
2. Disconnect the cables from your old distributor.
3. Loosen/keep aside the distributor bracket so that the distributor can be lifted out of the engine. Note that the rotor rotates when you remove the distributor so you have an eye on where one ends up on the new distributor.
4. Install the gasket and lubricate the distributor gear.
5. Install the new distributor. The terminal that the rotor points to is the new first cylinder. When changing the distributor to a new one, this can change where the first cylinder ends up on the new distributor.
6. Connect the distributor and the ignition cables one at a time and make sure they end up in the right place (correct ignition sequence). Ignition cable brackets can be used to ensure that the cables stay in place.

There are two cables to this Hei distributor BAT and TACH.

BAT is connected to the battery via the ignition lock and TACH only needs to be used if you want to connect the distributor to a tachometer. Otherwise, you just don't engage the TACH.

If your car is older and has a ballast resistor, it is good to consider that new wiring is needed as the Hei distributor needs full voltage. If the ignition switch is designed for ignition resistance, double feed lines are needed for the distributor to get full voltage.