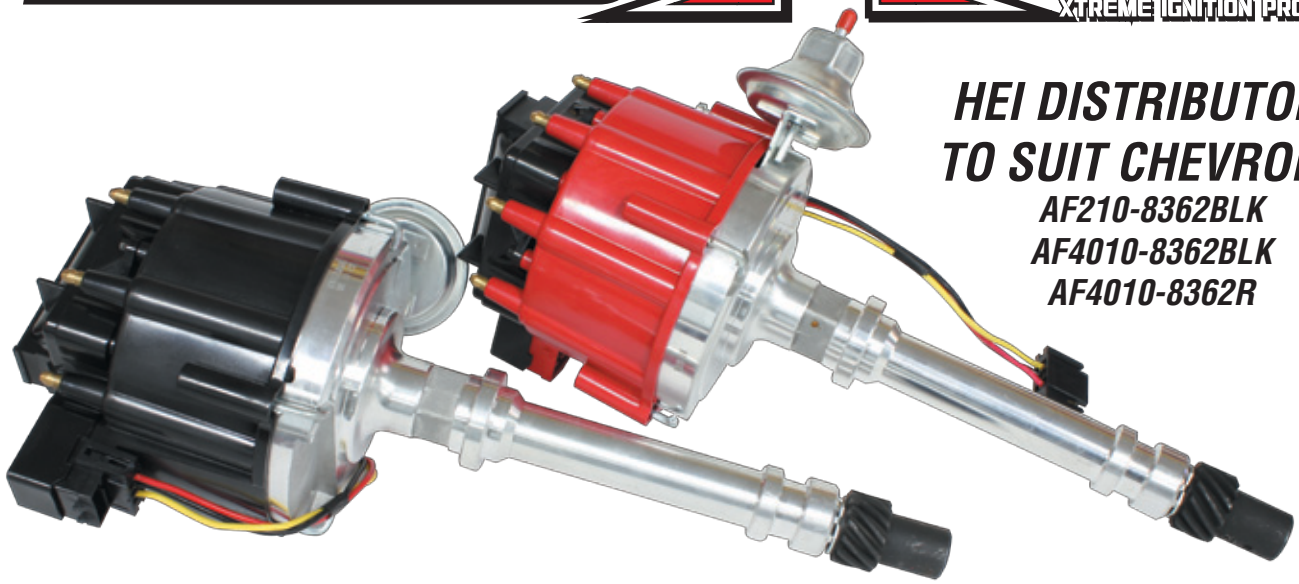

HEI DISTRIBUTORS TO SUIT CHEVROLET

AF210-8362BLK
AF4010-8362BLK
AF4010-8362R

INSTALLATION INSTRUCTIONS:

Performance HEI Distributor for standard deck height Chevrolet engines.

WARNING! *These instructions must be read and fully understood before beginning the installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury or death. If these instructions are not fully understood, installation should not be attempted.*

HOW TO INSTALL YOUR AEROFLOW PERFORMANCE ELECTRONIC DISTRIBUTOR:

Aeroflow Performance distributors are a direct bolt-in performance replacement while offering better fuel economy potential. Installation is quite straight forward, reading these instructions BEFORE STARTING THE INSTALLATION, will guarantee that you will be able to take maximum advantage of all the performance of your AEROFLOW Performance Distributor was designed to deliver.

STEP 1. *Unpack the distributor and check it for any damage or broken parts that may have occurred in shipping. Then remove cap.*

STEP 2*. Remove the cap off the distributor to be removed. Unplug the pick to coil harness from the cap. Do not remove the spark plug lead wires at this time. Crank the engine slowly until the rotor button contact point is pointed at a fixed point on the engine or firewall.*

STEP 3. *Unplug the distributor to ignition harness from the cap.*

STEP 4. *Note the position of the vacuum advance canister. Put a reference mark on the engine or firewall so that the new distributor will be installed easily into the same position.*

STEP 5. *Loosen and remove the distributor hold down clamp. Lift the distributor out. If the engine has been running within the past few minutes, the distributor housing may be hot and coated with hot engine oil. Wrap a shop rag around the distributor to avoid burning your hands and dripping oil.*

STEP 6. *Lower the new distributor into position, making sure to align the vacuum canister and rotor button into the same position as the previous distributor reference mark. After the distributor has been lowered into place, you may find that it has not seated all the way down into the support boss. This indicated that the lower end of the distributor shaft is not properly aligned with the oil pump drive shaft. Do not attempt to force the distributor into position.*

STEP 7. *Reinstall the distributor hold down clamp and loosely tighten enough to exert slight pressure against the distributor. If the distributor is not firmly seated, rotate the engine by hand until it drops down into place.*

STEP 8. *With the distributor properly seated, tighten the hold-down clamp bolt just enough so that the distributor is held in place, but can be still rotated with little effort. Again, double check that the vacuum canister is aligned with the reference mark.*

STEP 9. *Remove the spark plug lead wires one at a time from the old cap and install them in the matching position on the new distributor cap. After the lead wires have been transferred, verify that the rotor button is facing towards cylinder number 1 on the distributor cap terminal and that the lead wire is connected to cylinder number 1. 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. Install the distributor cap.*

STEP 10. *Reconnect the pickup lead connector and the distributor to ignition harness into the new distributor cap.*

STEP 11. *Connect a timing light. Start the engine and allow it to warm up sufficiently to idle smoothly. It may be necessary to rotate the distributor (either clockwise or counter clockwise) before a smooth idle can be achieved. If the engine will not idle smoothly, the firing order may be incorrect or the rotor may not have been properly aligned during installation. Consult a service manual for corrective procedures.*

STEP 12. *Consult the appropriate service manual to determine the factory recommended initial timing and idle speed. Set initial spark timing with the vacuum advance line disconnected and plugged. Advancing timing 2 to 4 degrees from the factory setting usually provides improved performance and fuel economy. However, timing advance beyond factory specifications may result in detonation, which can cause engine damage. Listen carefully, if you hear the engine knocking or pinging, retard initial timing as required to eliminate it.*

STEP 13. *Insert a 3/32" hex Allan key wrench into the vacuum canister nipple and rotate the adjusting screw counter clockwise until it bottoms against its stop, then turn 4 complete turns clockwise. This is approximately 7" distributor. (14" Engine.) at approximately 12" Vacuum. This is a starting point for the vacuum advance adjustment. If surging or pinging is noticed at cruise RPM, turn the adjustment counter clockwise until condition is no longer noticed. If more advance is needed, turn the adjustment clockwise.*

TIPS FOR INCREASED PERFORMANCE AND FUEL ECONOMY

Most distributors are equipped with two spark advance mechanisms. Centrifugal or mechanical advance that is controlled by engine speed - as the engine RPM increases, so does mechanical advance, up to a point. The total amount of mechanical spark (which varies according to the engine) is limited by a stop in the advance mechanism. Vacuum advance is regulated by manifold vacuum which is function of the load placed on the engine. Under high loads, such as when cruising at a steady speed on the highway, an engine can tolerate more spark advance than it can when under a heavy load such as when climbing a hill or accelerating at wide open throttle. Vacuum advance rate may be adjusted. Again, the procedure is to run as much advance as the engine will tolerate without detonating. To increase the vacuum advance rate, insert a 3/32" hex Allan key wrench in the canister nipple and rotate it clockwise. Road test the car by accelerating at different rate, using part throttle in high gear. (high gear is suggested for engine load to be at its highest.) If the engine does not ping or surge, insert the hex Allan key wrench in the canister nipple and rotate the adjusting screw in the clockwise direction. Road test the car again. If detonation is still not evident, repeat the adjustment / road test procedure until it is. Then slow down the vacuum advance rate by rotating the adjusting screw counter clockwise, one turn at a time until evidence of surge appears. Your AEROFLOW Performance Distributor is now calibrated to provide the optimum combination of performance and fuel economy! Check out the large range of coils, ignition wires and accessories available from ***WWW.AEROFLOWPERFORMANCE.COM***