



GM VORTEC V8 AND V6 DISTRIBUTOR

STEP 1

If possible, before removing the stock distributor, connect a timing light to the number 1 spark plug wire and mark the harmonic balancer as to where it is triggering. This will be a helpful reference when installing the new distributor. On some models, this must be done from under the vehicle.

STEP 2

Rotate the engine until the number 1 cylinder is in the firing position. Remove the cap from the stock distributor and note the position of the distributor. Do not remove the wires from the stock cap. The rotor should be pointing at the #1 cylinder contact in the distributor cap. Make a mark on the distributor housing directly below the rotor. Do not rotate the engine for any reason once you have marked the distributor.

STEP 3

Disconnect the wiring harness from the distributor and remove the distributor hold down clamp and bolt. Set these parts aside.

STEP 4

Carefully remove the distributor from the block and set it aside.

STEP 5

Using the stock distributor and the mark you made on the housing, rotate the rotor on your new distributor until it is aligned in the same manner and make a mark on the new housing. This is the position it must be in when you install the new distributor in the block.

STEP 6

With the cap still off, install the new distributor into the block and make sure the distributor housing is in the same relative position and the rotor is directly over the mark on the housing.

STEP 7

Using the new distributor clamp supplied with your distributor, lock the distributor into place. For your engine's electronic control system to recognize the new distributor, it must be within 2 degrees of the original one.

STEP 8

Connect the wiring harness and install the new distributor cap. One at a time, transfer the spark plug wires to the new cap. Maintaining them in proper order.

STEP 9

Make sure that all of your tools are out of the way and double check your wiring. You may now start the engine.

STEP 10

Reconnect your timing light and verify the distributor is adjusted in the same manner as the original one or correct as necessary.

NOTE: If you did not reinstall the distributor in the same position, you may trigger the check/service engine light. This can be corrected by loosening the clamp rotating the distributor to the correct position.

