



MAX-FIRE READY TO RUN DISTRIBUTOR For Chevy V8 Engines PN 22750, 22751 & 22752 INSTALLATION INSTRUCTIONS

PLEASE study these instructions carefully before beginning this installation. Most installations can be accomplished with common tools and procedures. However, you should be familiar with and comfortable working on your vehicle. If you do not feel comfortable performing this installation, it is recommended to have the installation completed by a qualified mechanic. If you have any questions, please call our **Technical Hotline at: 1-800-416-8628**, 7:00 am - 5:00 pm, Pacific Standard Time, Monday through Friday.

**IMPORTANT NOTE: Proper installation is the responsibility of the installer.
Improper installation may result in poor performance and engine or vehicle damage.**

KIT CONTENTS:

- | | |
|---|---|
| <input type="checkbox"/> 1 - Machined Chevy V8 Distributor (assembled) | <input type="checkbox"/> 1 - Wire Retainer |
| <input type="checkbox"/> 1 - Vacuum Advance Lockout Kit | <input type="checkbox"/> 1 - Wire Harness |
| <input type="checkbox"/> 1 - Advance Kit (3 colored bushings and 2 sets of springs) | <input type="checkbox"/> 1 - Assorted Installation Hardware |

NOTE: A coil with 0.70 Ohms primary resistance or less **MUST** be used with this MAX-FIRE Ready to Run distributor.
For best performance, use a coil with 0.50 Ohms primary resistance or less.

Warning! The installation hardware kit includes two (2) O-rings for use on the lower distributor housing. These O-rings must not be installed on the distributor unless the engine block has been specifically machined for their use. Please note that most engines were not machine for the use of the O-rings. Installing a distributor with these O-rings in engines that were not machined for their use will damage the O-rings. Debris from the damage O-rings will end up in the crank case and could lodge in oil galleys resulting in sever engine damage.

PN 22750 - Chevy V8 Engines PN 22751 - Chevy V8 Engines with Slip Collar PN 22752 - Chevy 409ci Engines

DISTRIBUTOR INSTALLATION:

WARNING: The drive gear installed on this distributor is melonized and compatible with flat tappet or hydraulic roller camshafts. If installed with a steel mechanical roller camshaft, a bronze or other such compatible gear for the 0.500" shaft must be installed.

Removing the old distributor:

1. Remove the number one spark plug and bring cylinder one up on compression stopping at 10 degrees BTDC.
2. Remove the distributor cap and note the position of the rotor and vacuum advance can on the distributor. The rotor should line up with the number one cylinder on the cap.
3. Disconnect all external connectors from the distributor.
4. Loosen and remove the distributor hold down bolt and clamp, then remove the distributor from the engine. NOTE: The rotor will turn as the distributor is removed.

Installing the new distributor:

5. Install a new gasket and lube the gear with the supplied lube, then install the new distributor with the rotor and advance can pointing in the same direction as on the old distributor. NOTE: If the distributor will not go all the way down, the pump shaft may have turned while removing the old distributor. Pull out the new distributor. With a long screwdriver, turn the oil pump shaft then reinstall the new distributor making sure the rotor and vacuum can are pointed in the same direction as on the old distributor. When the distributor is properly seated, the trigger wheel will be in line with the magnetic pickup.
6. Place the cap on the distributor and mark the cap where the rotor is pointing. That mark is the number one firing cylinder.
7. Remove the wires from the old cap and install them on the new cap starting with number one, then continue through the correct firing order. **See Chevy Firing Order at the end of page #4.**
8. Wire the new distributor. See distributor wiring section on page 2 for details.
9. If applicable, connect the vacuum advance can to a timed port on the carburetor.

10. Once the engine is started, use a timing light to verify that the initial timing is set correctly. If any adjustment needs to be made, disconnect the vacuum line before resetting idle timing. Once the desired idle timing is achieved, reconnect the vacuum line.

WIRING:

This Max-Fire Ready to Run (RTR) distributor does not need an ignition box to run.

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

Red: Connect to Coil (+)

Orange: Connect to Coil (-)

Black: Connect to frame, chassis ground or cylinder head

IMPORTANT WIRING NOTES:

- Check coil location to ensure that all of the wiring will reach the distributor.
- When installing with a CD ignition box, refer to the instructions that came with the ignition box.
- Connect the coil + to a true, 12 volts while in the run position. Use a volt meter to verify voltage with the key on.

ADVANCE BUSHING: – Selection & Installation

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



ADVANCE BUSHING INSTALLATION PROCEDURE:

1. Remove the distributor cap and rotor.
2. Remove the locknut and washer on the bottom of the advance assembly.
3. Remove the bushing, then select the new bushing and slide onto the bushing pin.
4. Install the washer and locknut, the distributor rotor and cap.

ADVANCE CURVE: - Spring Selection

This distributor comes with the blue (medium tension) springs installed. 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. See the charts on pages 3 & 4 for advance curve spring combinations.

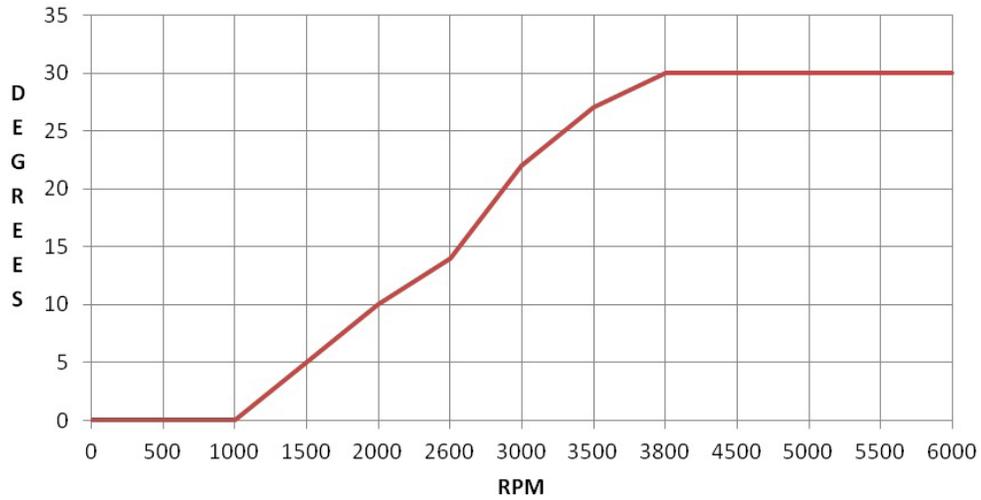
CHANGING ADVANCE SPRINGS:

Remove the distributor cap and rotor. Using needle nose pliers, carefully lift the springs off their posts. **WARNING:** Do not permanently stretch the coil of the springs or they cannot be reused. When installing the new springs, make sure that the eyelet of the spring sits completely in the groove on the post.

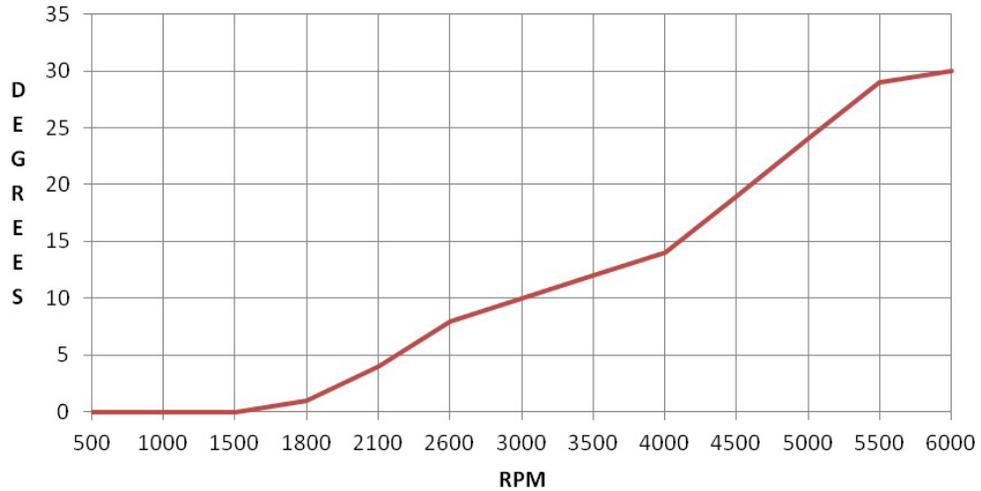
VACUUM ADVANCE AND ADJUSTMENT:

If the distributor comes equipped with a vacuum advance canister, it is designed to produce a total of 10° crankshaft degrees at advance, starting at a vacuum signal of 6" of Hg and all in at a vacuum signal of 18" Hg. The amount of vacuum advance can be adjusted by inserting the 3mm Allen wrench (included) into the hose nipple on the vacuum advance canister. Turn the wrench clockwise to increase the amount of vacuum advance or counter-clockwise to decrease. Connect a vacuum hose from a ported vacuum source on the carburetor to the nipple on the vacuum advance canister.

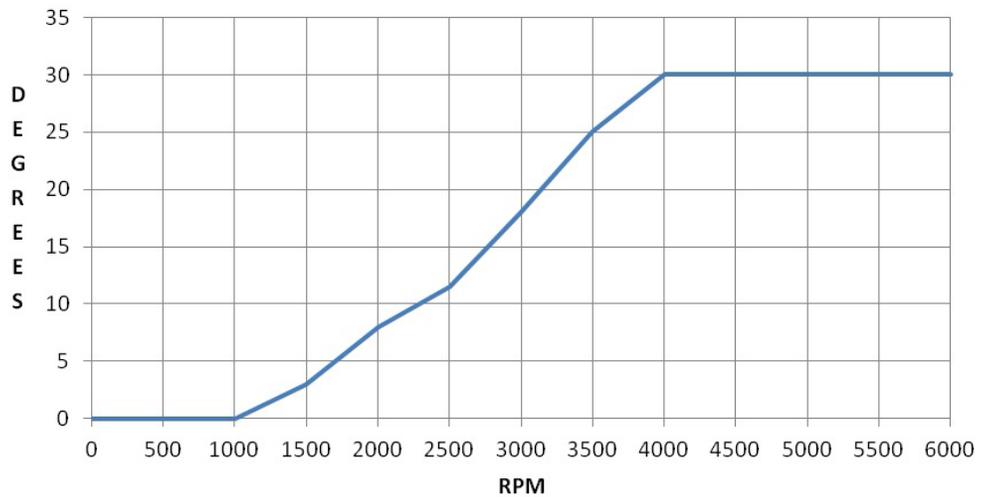
Timing Curve - 1 Blue & 1 LT Silver Spring



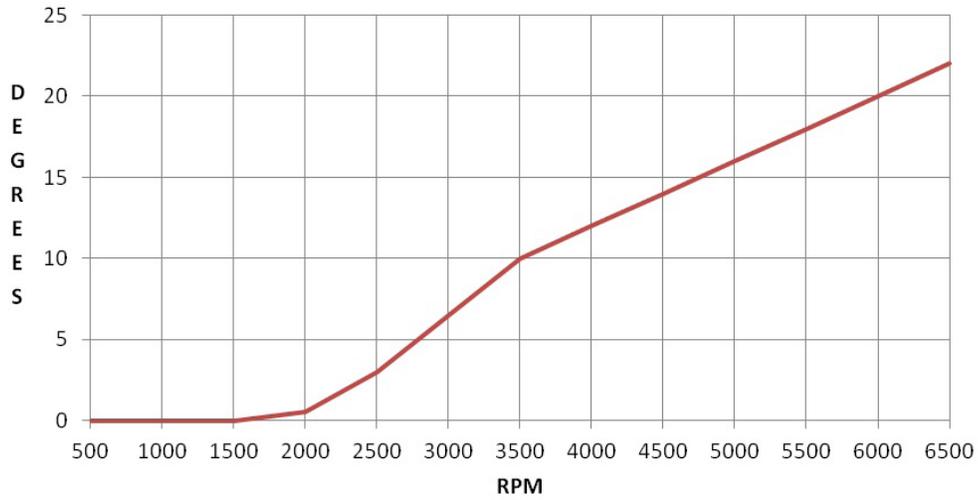
Timing Curve - 1 HD Silver & 1 LT Silver Spring



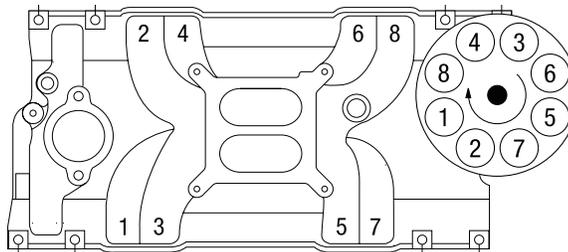
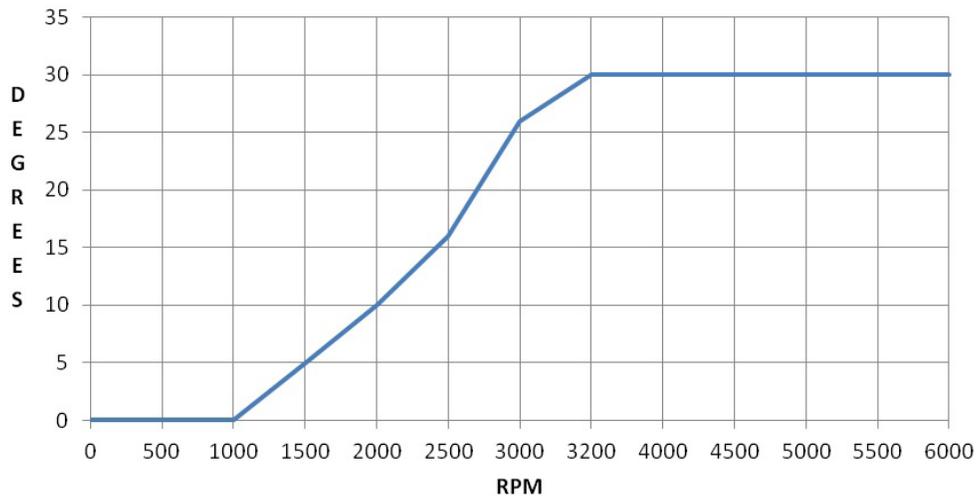
Timing Curve - 2 Blue Springs



Timing Curve - 2 HD Silver Springs



Timing Curve - 2 LT Silver Springs



Chevy V8 Firing Order: 1-8-4-3-6-5-7-2
Turn Distributor Counter-Clockwise
to Advance Ignition Timing

MECHANICAL ADVANCE LOCK-OUT PROCEDURE:

1. Remove the springs, weights and the advance stop bushing from the advance assembly.
2. Remove the roll-pin and gear at the bottom of the distributor.
3. Push the shaft from the bottom so about 2" protrudes out of the housing. **DO NOT** remove the shaft.
4. Turn the shaft 180° so the bushing pin lines up with the small hole in the advance plate.
5. Pull shaft down so the pin slides into hole.
6. Reinstall the locknut and washer onto the advance bushing pin, which locks the advance in place.
7. Install the drive gear and roll-pin.

VACUUM ADVANCE LOCK-OUT AND REMOVAL PROCEDURE:

If for any reason the vacuum advance canister needs to be removed from the distributor, there is a vacuum advance lock-out kit included in the installation hardware kit. This is best done prior to installing the distributor into the engine.

1. Remove the distributor cap and rotor.
2. Remove the roll-pin from the drive gear and remove the gear thrust and spacer washer from the shaft.
3. Slide the shaft about two inches out of the housing. If this does not yield enough working room, remove the shaft assembly from the distributor housing. Please note there are numerous spacers and shim on the shaft that can slide off if you are not careful.
4. Remove the two screws holding the vacuum canister in place.
5. Remove the snap ring that holds the magnetic pickup assembly in place.
6. Carefully lift up on the magnetic pickup plate and remove the vacuum advance canister.
7. Install the Black plastic vacuum advance lock-out in place of the vacuum canister and secure it with the two (2) screws.
8. Lower the magnetic pickup assembly plate back into place making sure it is level and not cocked to one side.
9. Reinstall the snap ring.
10. Lower the shaft assemble into the housing. Slowly turn the distributor shaft and make sure that the reluctor wheel does contact the magnetic pickup.
11. Install the thrust washer, shim, drive gear and roll pin.
12. Install the cap and rotor.
13. Disconnect the vacuum line and plug the vacuum port.

WARNING: 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 and damage one or both of them. Check the clearance by rotating the distributor shaft. If necessary, use the supplied shims under the lock-out hold-down to correctly position the pickup plate.

IMPORTANT VACUUM ADVANCE LOCK-OUT NOTES:

- If no shims are required, use one (1) beneath the washer of the lock-out hold down screw.
- The original vacuum advance hose should be removed and the vacuum port on the engine **MUST** be plugged.



Edelbrock LLC • 2700 California St. • Torrance, CA 90503
Tech-Line: 800-416-8628