

LANGDON'S STOVEBOLT MINI H.E.I. INSTALLATION

- Rotate engine to No. 1 cylinder firing.
- Set slightly before T.D.C. (approx. 10° - 18° B.T.D.C.)
- Remove your old distributor
- Install HEI distributor and assure full oil pump drive tang engagement.
- Rotate distributor until 6 points on internal star wheel line up with 6 points on stationary pole piece. Assure that the internal star wheel is near the top of the stationary pole piece not towards the bottom.
- Assure free play of HEI shaft by pulling up and down on rotor.
- Observe vertical location of internal star wheel relative to height of stationary pole piece. Star wheel should not be above points on pole piece.
- Note location of rotor and install #1 spark plug wire at this terminal. Install other wires in clockwise direction proceeding through the firing order (1-5-3-6-2-4)
- Use 1980 300 Ford six spark plug wires if you don't want to custom fit your own. The Ford wires fit but sometimes don't have identical boots on all spark plug ends. Cobra brand #2962 is typical.
- Power feed ***MUST*** be a #10 size wire direct from ignition switch to + terminal as shown (same side of coil as pink wire from distributor pigtail). Other terminal is for a tach and the tan wire from distributor pigtail. Delete any resistor - either ballast type or inline resistance wire, which was used on all 12 volt point style ignitions.
- It is okay to mount the coil further away from the distributor by extending the pigtail but be sure to solder all connections.
- Suggested spark plug type is the extended tip design, which is designated by a "Y" suffix on Champion brand or "S" suffix on an A.C. brand. (R44SX) The X designates a large gap on the A.C. brand. If using Champion brand, use RJ18YC6 or RJ12YC6.
- Suggested spark plug gap is .060" for improved idle & low speed driveability.
- Suggest transfer of timing mark to front of engine on the torsional damper so you can accurately adjust initial spark settings beyond the narrow window in the bellhousing.
- Suggest initial timing of 10° - 18° (without vacuum advance connected)
- Suggest "ported" (above throttle blade) vacuum (to Vacuum advance can) for mild cam engines. Suggest full vacuum for performance cam engines. Try both to see what your engine likes. If the engine likes something in-between, try combining both full and ported signals.
- For those wanting an original coil appearance, a round HEI coil (Ford HEI) is available from Stovebolt. Hook the pink wire to the coil + side (positive) and the tan wire to the coil - side (negative).
- This Unit is based on G.M. 2.8L "S" truck 1982-84 and uses cap, coil, rotor, module, pick-up coil, and vacuum can from this distributor. These parts are readily available at any auto parts store. Optional round coil is typical Ford electronic ignition 1977 to 1984

NOTE: Chevy 216, pre- 54 235's with steel cams and early GMC engines with steel cams will require a steel distributor gear to prevent excessive distributor gear wear. If you have one of the above engines please call us at 586-739-9601 for clarification before installing.