



Renegade Racing Components
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2-Wire Distributor Installation Instructions

Chevrolet V8 P/N #98551-1 / #98361-1 / #98561-1 / #98356-1

Includes:

- 1 - Distributor
- 1 - Rotor
- 1 - Distributor Cap
- 1 - Wire Retainer With Screws
- 1 - Distributor Mounting Gasket

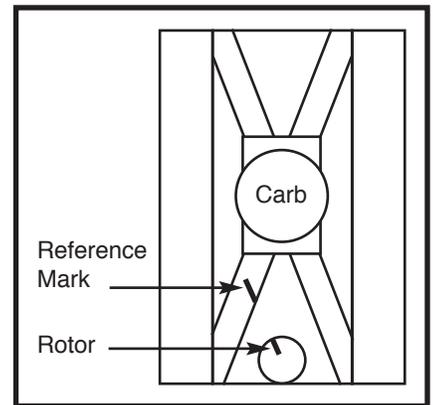
- 1 - Adjustable Vacuum Advance Canister and Tool
(On Vacuum Advance Models Only)
- 1 - Advance Spring Sets
- 1 - Advance Bushing Set
- 1 - Advance Lock Out Kit
- 2 - O-Rings

Please read these instructions before installing

This distributor comes with a cast iron drive gear pre-installed. It is compatible with flat tappet camshafts only. If using a ductile iron roller camshaft, a compatible melonized steel, or composite distributor gear will need to be purchased and installed. If using a billet steel roller camshaft, a compatible bronze, or composite distributor gear will need to be purchased and installed.

How To Install The Distributor:

1. Disconnect the battery - negative lead first - before working on the ignition system.
2. If the distributor to be replaced has not already been removed from the engine, remove its cap. Do not remove the spark plug wires at this time.
3. Crank the engine slowly until the rotor blade aims at a fixed point on the engine or firewall. Note this point for future reference. (Reference #1)
4. Unplug all external connections to from the distributor.
5. Put the existing cap back on and note and mark which spark plug wire the rotor (blade) is pointing at. Then number the wires according to cylinder and remove the wires. If in doubt, you can leave the wires connected to the old cap and transfer them to the new cap and distributor later in the process.
6. Loosen and remove the distributor hold-down bolt and clamp. Lift the old distributor out. At this point, the rotor may spin and move from its position. This is normal due to the helical cut of the distributor gear.
7. Install the distributor mounting gasket and o-ring **(the block must be machined in order to use supplied o-ring)**, and apply lubricant on the o-rings & distributor gear.
8. Lower the new distributor into position. The rotor should be aimed at the same fixed point as was the rotor from the old distributor. After the new distributor has been lowered into place, you may find that it hasn't seated firmly against the intake manifold. This indicates that the lower end of the distributor shaft is not properly aligned with the oil pump drive rod. Do not attempt to force the distributor into position.
9. Reinstall the hold-down clamp and thread the bolt just enough to exert a very slight pressure against the distributor. If the distributor was not firmly seated, manually rotate the engine until the distributor drops down into place.
10. With the distributor properly seated, tighten the hold-down bolt just enough so that the distributor is held in place, but can still be rotated with a little effort.
11. Remove the plug wires one at a time from the old cap and install them in the corresponding positions of the new cap. After all wires have been transferred, verify that rotor is aligned with the wire marked in Step 5. 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 on to the distributor.
12. Reconnect the wiring from the distributor to the ignition switch.
13. Reconnect the battery, positive lead first.



Reference #1

Advance Curve - Spring Selection

Please note: The rate of the mechanical advance controlled by the stiffness of the advance springs. Softer springs allow the advance to come in more quickly (ideal for low compression street engines). Stiffer springs delay the advance curve until higher RPMs are reached (ideal for purpose-built race engines). The factory installed springs (medium blue) generate a performance ignition advance curve that typically begins at 1200 RPM and generates a total of 22-24° advance by 3200-3300 RPM. This mechanical advance curve will work in most street performance engines.

The mechanical advance curve in your new distributor is full adjustable and can be custom tailored to meet most needs. For full access to the mechanical advance springs, it is necessary to have the distributor out of the engine.

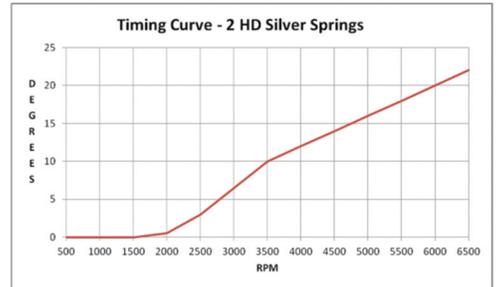
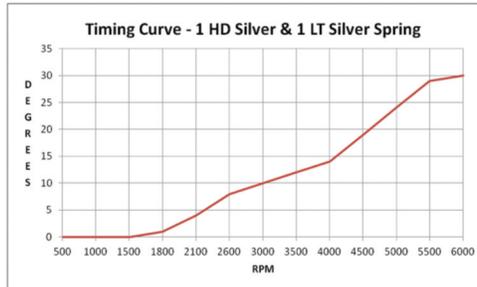
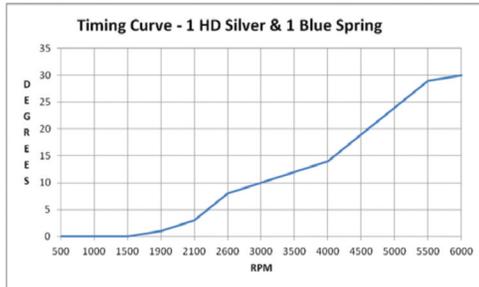
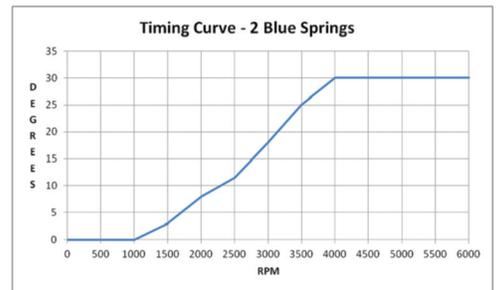
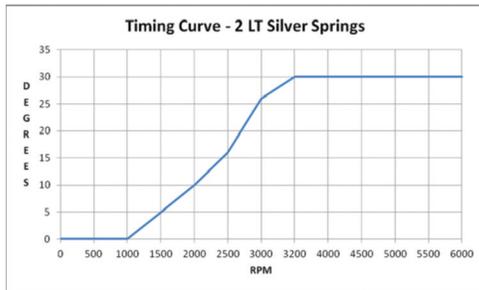
Advance Bushings:

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

Bushing Color/Sizes: Red = 28° Silver = 25° Blue = 21° Black = 18°

How To Set Up The Advance Bushings:

1. Remove the distributor cap and rotor.
2. Remove the locknut and washer on the bottom of the advance assembly.
3. Remove the bushing and install the new one.
4. Install the washer and locknut.



How To Set Up The Mechanical Advance Lock Out:

1. Remove the advance components including the springs, weights and the advance stop bushing from the advance assembly.
2. Remove the roll-pin from the drive gear and remove the gear from the shaft.
3. Slide the shaft two inches out of the housing.
4. Rotate the shaft 180° and insert the advance stop bushing pin into the small hole on the advance plate.
5. Install the locknut and washer to the advance stop bushing pin. This locks the advance in place.
6. Install the drive gear and roll-pin.

Vacuum Advance:

If the distributor comes equipped with a vacuum advance canister, it is designed to produce a total of approximately 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 in the installation hardware kit 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. Hook up the vacuum hose from a ported (typically) vacuum source on the carburetor to the nipple on the vacuum advance canister.

How To Set Up The Vacuum Advance Lock Out:

1. Remove the two (2) Allen-head screws that hold the advance canister
2. Remove the snap ring that holds the magnetic pickup assembly in place.
3. Gently lift up on the magnetic pickup plate and slide the vacuum canister out.
4. Install the Lockout Plate in place of the canister. Install the two retaining screws.
5. Install the supplied screw and washer through the Lockout and tighten.
6. 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. Check the clearance by rotating the distributor shaft. If necessary, use the supplied shims under the Lockout hold-down to correctly position the pickup plate.

Note: If no shims were required, use one beneath the washer of the Lock-Out Hold Down Screw.

Note: Do not forget to plug the original vacuum advance hose.

How To Wire The 2-Wire Distributor

A high performance ignition system, such as a Digital CD Ignition, must be installed with these distributors. Please refer to the instructions, included with the ignition control box, for wiring connections utilizing a 2-wire magnetic pick up.

Black Wire with Orange Tracer: Positive (+)

Black Wire with Violet Tracer: Negative (-)

Note: Check your coil location to ensure that all of the wiring will reach the distributor.

Note: A coil with 0.50 Ohms primary resistance or less must be used.

Note: To install with a CD ignition box, refer to the instructions that came with the ignition box

Limited Warranty / Returns

What is Covered

This limited warranty covers defects in materials and workmanship in this product.

What is Not Covered

This limited warranty does not cover any damage, deterioration or malfunction resulting from any alteration, modification, improper or unreasonable use or maintenance, misuse, abuse, accident, neglect, exposure to excess moisture, fire, improper packing and shipping (such claims must be presented to the carrier), power surges, or other acts of nature. This limited warranty does not cover any damage, deterioration or malfunction resulting from the installation or removal of this product from any installation, any unauthorized tampering with this product, any repairs attempted by anyone unauthorized by Renegade Racing Components to make such repairs, or any other cause which does not relate directly to a defect in materials and/or workmanship of this product.

How Long this Coverage Lasts

The standard limited warranty is one (1) year from the date of original purchase. Proof of purchase date is required.

Who is Covered

Only the original purchaser of this product is covered under this limited warranty. This limited warranty is not transferable to subsequent purchasers or owners of this product.

Returns

All returns must have an (RGA) Returns Goods Authorization number issued before item(s) are being returned. To obtain an RGA number, please call Customer Service at (888) 317-0440 to obtain an RGA number and shipping information.

Limitation of Liability

THE MAXIMUM LIABILITY OF THIS LIMITED WARRANTY SHALL NOT EXCEED THE ACTUAL PURCHASE PRICE PAID FOR THE PRODUCT. TO THE MAXIMUM EXTENT PERMITTED BY LAW, RENEGADE RACING COMPONENTS IS NOT RESPONSIBLE FOR DIRECT, SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES RESULTING FROM ANY BREACH OF WARRANTY OR CONDITION, OR UNDER ANY OTHER LEGAL THEORY. Some countries, districts or states do not allow the exclusion or limitation of relief, special, incidental, consequential or indirect damages, or the limitation of liability to specified amounts, so the above limitations or exclusions may not apply to you.