

MSD INSTALLATION INSTRUCTIONS

MSD Circle Track HEI Distributor PN 8362CT

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Important: Read these instructions before attempting the installation.

Parts Included:

- 1 - Distributor
- 1 - Gasket
- 1 - Tube of Gear Lubricant
- 1 - Lockout Mechanical Advance Plate

Replacement Parts:

- 1 - Rotor, PN 8410
- 1 - Cap and Rotor Kit, PN 5501
- 1 - Coil Cover, PN 8402

WARNING: Before installing the Distributor, disconnect the battery cables. When disconnecting the battery cables, always remove the Negative (-) cable first and install it last.

1. Remove the existing distributor cap without disconnecting any of the spark plug wires.
2. With the cap off, crank the engine until the rotor is aimed at a fixed point on the engine or firewall. Note this position by making a mark (Figure 1).
3. Place the distributor cap back on and note which plug wire the rotor is pointing to. MARK THE SPARK PLUG WIRES and remove the distributor cap.
4. Disconnect the wiring from the distributor.
5. Loosen the distributor hold down clamp and slide the clamp out of the way.
6. Lift the distributor out of the engine. Note that the rotor rotates as you lift the distributor out. This is due to the helical cut gear and should be taken into consideration when installing the new distributor.
7. **DISTRIBUTOR GEAR BREAK-IN PROCEDURE**

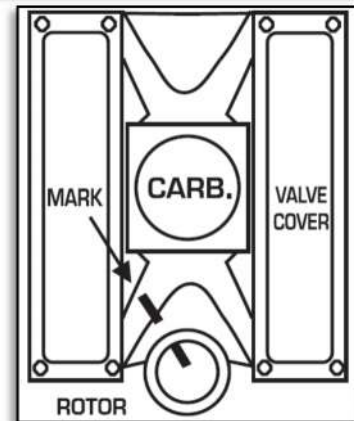


Figure 1. Marking the Rotor Rotation

FAILURE TO OBSERVE THE FOLLOWING PRECAUTIONS CAN CAUSE PREMATURE FAILURE OF THE DISTRIBUTOR GEAR AND SUBSEQUENT ENGINE DAMAGE.

- The gear should be thoroughly coated using the supplied lube or with a zinc or moly based break-in lubricant prior to installation of the distributor.
- No synthetic oils should be used during the distributor gear break-in period.
- After the break-in period any suitable oil may be used. Use a standard 30 or 40 weight or multi-viscosity oil such as 10W-30 or 20W-50.
- On highly modified engines that have oil pressure over 70 psi (cold), the gear should be broken in with a racing grade mineral oil.
- If equipped, the oil filter bypass should be eliminated.

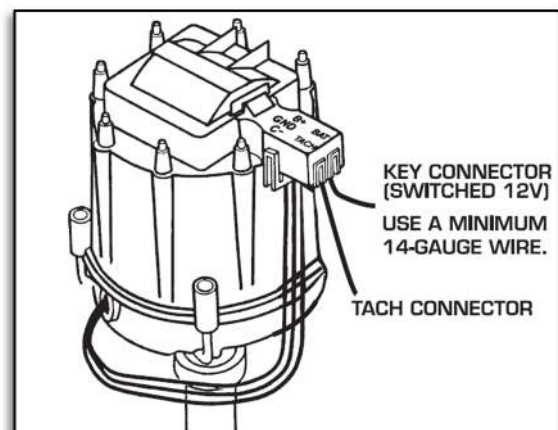


Figure 2. General wire installation

- Monitor the gear wear after the break-in period for several hours. Check the gear for proper mesh, tooth alignment and for excessive tooth wear.
8. Install the gasket and apply a liberal amount the supplied lubricant to the distributor gear.
 9. Install the distributor making sure that the rotor comes to rest pointing at the same fixed mark. If the distributor will not fully seat with the rotor pointing to the marked position, you may need to rotate the oil pump shaft until the rotor lines up and the distributor fully seats.
 10. Position and tighten the hold down clamp onto the distributor.
 11. Install the distributor cap and spark plug wires one at a time to ensure correct location.
 12. Connect a switched 14-gauge wire from a 12 volt source to the B+ terminal of the Distributor Cap (Figure 2). (Be sure the 3-pin connector from the module is connected to the cap).
 13. To connect a tachometer, plug the trigger wire of the tach to the "tach" terminal of the cap.

MECHANICAL ADVANCE

The Circle Track HEI provides 24° of mechanical advance reaching maximum timing at 2,600 rpm. For example, an engine with base or initial timing (typically set at idle RPM) of 10°, would have a total or max timing of 34° at 2,600 rpm. $10^{\circ} + 24^{\circ} = 34^{\circ}$

LOCKING OUT THE CENTRIFUGAL ADVANCE

1. Remove the distributor cap and rotor.
2. Remove the advance components including the springs, weights, advance cam, and e-clips (Figure 3).
3. Install the lockout plate and the e-clips to secure the plate. This locks the advance in place (Figure 4).

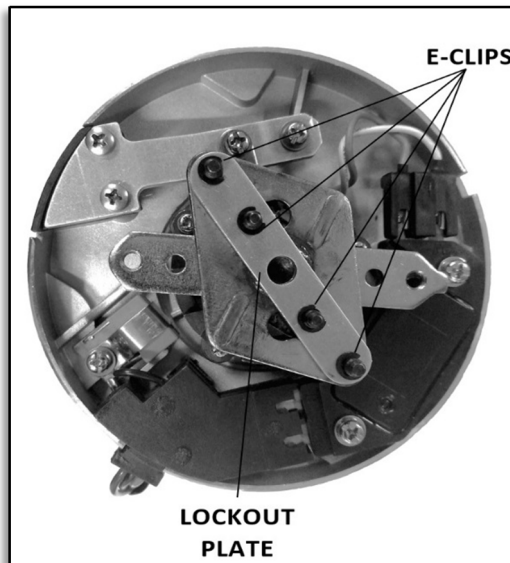


Figure 4. Lock out plate assembly

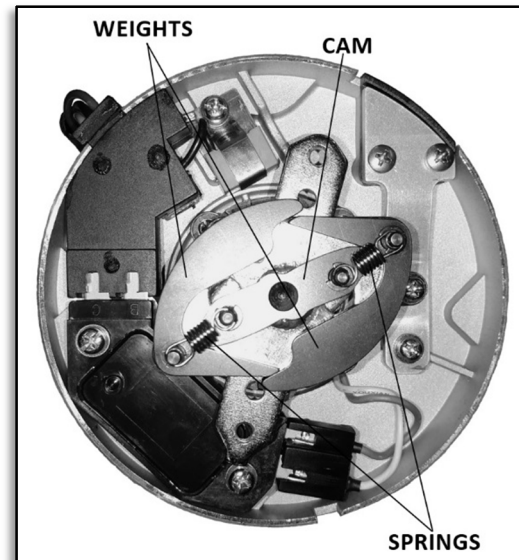


Figure 3. Centrifugal advance

