



**CHRYSLER® ELECTRONIC DISTRIBUTOR**  
INSTALLATION INSTRUCTIONS

Part Nos: **440-430** (273-318-340-360), **440-431** (361-383-400), & **440-432** (413-426W-440-426 HEMI)

Congratulations, you just purchased a high-performance distributor with a performance advance curve. 100% new parts to give your Chrysler vehicle the upgrade it deserves.

**NOTE:** This electronic distributor will not work with any fuel injection system that originates from the distributor (factory fuel injection).

**Step 1** - Unpack the distributor carefully and inspect the contents. Disconnect the negative battery cable.

**Step 2** - Remove the current distributor cap. Make sure you mark the location on an adjacent component of the engine where the rotor's tip is pointing. Now, remove the distributor hold down bolt and clamp, and then remove the old distributor.

**Step 3** - Even though the air gap has been set in the development process, we recommend you double check this by using a magnetic (brass or nylon) feeler gauge and verify that the clearance between the pickup and the reluctor is .008-inch. Each point should be checked to assure proper timing. If necessary, adjust the float of the pick up to the .008-inch setting. As you turn the gear you will feel the magnetic resistance as the reluctor point passes the pickup.

**Step 4** - Lightly coat the o-ring on the distributor shaft with motor oil and make sure it's in the designated groove.

**Step 5** - Lower the new distributor into the engine block. If you have marked the rotor tip location from your old distributor, turn the distributor rotor until it points toward your marking. Slowly rotate the rotor back and forth until the distributor slides into position, and check to be sure it is seated on the engine block.

**Step 6** - Set the initial timing at 5 degrees advance and tighten the distributor hold down clamp. Take a test drive with the vacuum line still plugged. If you detect any detonation sounds (sounds like "pinging"), reduce the timing by 2 degrees. Once the initial timing is set and the engine has warmed up, unplug and reconnect the vacuum hose to the distributor.

**Steps 7** - After the engine has warmed up with the vacuum line attached to the distributor make several partial throttle tests. If detonation or surges are encountered you will need to adjust the vacuum advance. To do this, turn the engine off and remove the vacuum line from the distributor. Carefully insert a 3/32 Allen wrench into the fitting where the vacuum hose was attached. Turn the wrench 1 to 2 turns clockwise to reduce the vacuum advance by 2-3 degrees. Now remove the wrench, reconnect the vacuum line and repeat the test procedure. It is recommended you repeat this procedure if detonation or surging persists and adjust the vacuum advance accordingly.

For addition tech support, please call (586)774-2500, Monday-Friday, 9 a.m.-5 p.m. EST, or send an email to

[tech@proformparts.com](mailto:tech@proformparts.com)

Specialty Auto Parts U.S.A., Inc. | 26708 Groesbeck Hwy | Warren, MI 48089

©2017 Specialty Auto Parts U.S.A., Inc. All Rights Reserved.



**OFFICIAL  
LICENSED  
PRODUCT**

MOPAR, HEMI, and related logos, vehicle model names and trade dress are trademarks of FCA US LLC used under license by Specialty Auto Parts U.S.A., Inc.