



Crown Automotive Sales Co., Inc.

INSTALLATION INSTRUCTIONS

Replaces Part #

923068E

ELECTRONIC DISTRIBUTOR

Replaces original 12 Volt *Prestolite* type with TAG #s:
IAD4008, IAD4041, IAT4401, IAY4012

IMPORTANT NOTE: This distributor requires a full 12 *VOLTS* to operate properly. Failure to provide a full 12 volt will cause this new Distributor to fail prematurely!

- 1- Disconnect the **NEGATIVE** battery cable.
- 2- Note the location of each Ignition Wire (Spark Plug wire). Tag each wire at the Spark Plug end of the wire, and leave the wire attached to the Distributor Cap. Remove the Cap and Wires.

The Firing Sequence of the 134 engine is 1-3-4-2 (#1 is the front cylinder, #4 is the rear cylinder.) Note: The Distributor Rotor turns "counter-clockwise".



- 3- Note the position of the Coil wire and all other wires, and remove from old distributor.
- 4- Rotate your engine to TDC ((Top Dead Center). Remove the four Spark Plugs. Place your thumb over the front (#1) Spark Plug hole. Rotate the Crankshaft in a *clockwise direction* using a wrench or socket on the front engine nut. When you feel the compression pressure in the #1 cylinder slowly turn the Crankshaft until the Piston reaches the top of the cylinder. There are several ways to check this. The early engines had T.C. marked on the Flywheel. The later engines had a notch in the Crankshaft Pulley. Line this up with the T mark (Top Center) on the Timing Cover.
- 5- Draw or scribe a line on the body of the existing Distributor. Continue down and make a corresponding line on the Engine Block. Also mark the position of the Rotor on the body of the Distributor. You will need to reproduce these lines on the new replacement Distributor.
- 6- Remove the Bolt and Clamp from the old Distributor. Carefully slide it out from the Engine.

7- Copy the lines drawn on the old Distributor to the new Electronic Distributor. Take care to make sure the position of the lines are as exact as possible.

8- Line up your marks with the one on the Engine block. Slide the new Distributor in. You may need adjust it back and forth to get the bottom blade to line up with the mating notch in the Oil Pump shaft. In some cases there may be a "C" clip at the bottom of the new Distributor shaft. If so, remove it in order to fully seat the shaft. Make sure that the lines are in place once you have fully inserted the distributor.

9- Make sure that the Rotor is pointing to the line that you have drawn on the new Distributor.

10- Re-install the clamp, but do not fully tighten the bolt yet. Remember to tighten this later, after all of the mating parts are in place.

11- Install the **Blue to the Negative (-)** side of the coil.

(This may sound contrary to standards, but it is critical to attach these leads according to instruction. The two leads are labeled with (-) and (+)

If you are using an internally resisted coil (standard), as shown in the diagram below, attach the **Black (+)** lead to the **Positive (+)** side of the coil.

If you are using a coil that requires an external ballast resistor, you must extend the **Black Positive (+)** lead wire from the distributor to the Ignition Switch side of the Ballast Resistor.

12- If you need new Spark Plugs, Ignition Wires, Coil, etc., this would be the time to install them.

13- Tighten the Distributor Clamp. It will be necessary to reset the timing of the Distributor. It may be slightly different from the old conventional Distributor. Follow #4 above to make sure that the #1 Cylinder is lined up correctly. The 134 Engine typically is set at 5° before Top Center. You may need to adjust your timing with the new Distributor. Every engine is slightly different.



Replacement Parts available from Crown Automotive Sales Co., Inc.

Replaces Part Number

| | |
|-----------------|--------------------------|
| J0649712 | Coil |
| JA009307 | Distributor Cap |
| J0923392 | Rotor |
| J0930456 | Ignition Wire Set |
| J0804492 | Spark Plugs |

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