



ACCEL PERFORMANCE REPLACEMENT LATE MODEL FORD DISTRIBUTOR P/N 59210

WARNING! During installation, disconnect the battery cables. When disconnecting the battery, always remove the negative cable first and install it last.

GEAR INFORMATION:

The Distributor, PN 59210, is designed as a direct replacement for Ford EFI High Output engines and is equipped with a steel gear for the hydraulic roller camshaft.

REMOVAL:

1. Remove the existing distributor cap without disconnecting any spark plug wires.
2. With the cap off, turn the engine over 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 at. Mark the spark plug wires and remove the cap.
4. Disconnect the two connectors from the distributor's ignition module.
5. Loosen the distributor hold-down clamp and slide it out of the way.
6. Lift the distributor out of the engine. Note that the rotor rotates as you lift it out. This is due to the helical cut gear and should be taken into consideration when installing the new distributor.

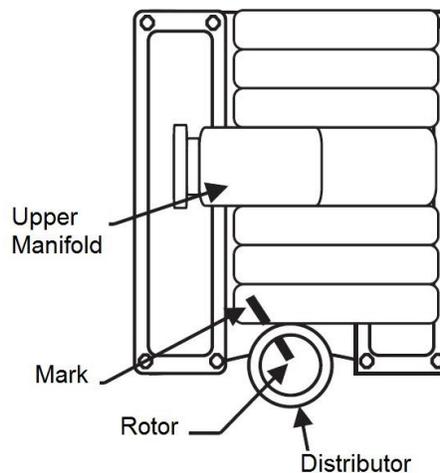


Figure 1

INSTALLATION:

1. Install the new O-ring if not already installed.
2. Remove the cap from the distributor. Apply a liberal amount of lubricant to the distributor gear.
3. Install the distributor making sure that the rotor comes to rest at the fixed mark. If the distributor will not fully seat you may need to rotate the oil pump shaft to allow the distributor to make full contact.
4. With the rotor in the correct position and the distributor fully seated, install the distributor clamp and tighten it.
5. Connect the wiring harness to the ignition module.
6. Install the distributor cap and install the spark plug wires one at a time to ensure correct location.
Ford Mustang 5.0 firing order is: 1-3-7-2-6-5-4-8. NOTE: This firing order only applies to high output 5.0L engines with a hydraulic roller camshaft.
7. Check the ignition timing and adjust as necessary to factory specs. To check the timing you need to disconnect the single wire "EST" connector. Follow the recommended procedure which should be outlined on the Emission Specification Decal in the engine compartment.

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