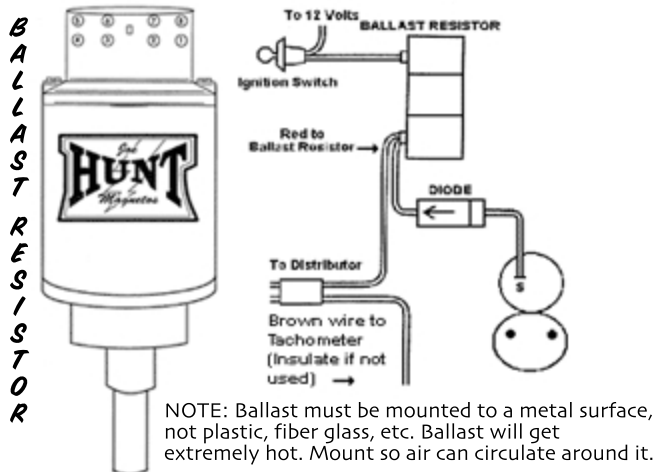


# JOE HUNT MAGNETO DISTRIBUTOR TIMING INSTRUCTIONS

## FOR TIMING ENGINE USING A DEGREED CRANKSHAFT PULLEY

1. BY ANY POPULAR METHOD FIND ABSOLUTE T.D.C.
  2. WITH THE HI-PERFORMANCE DISTRIBUTOR OUT OF THE ENGINE AND THE CAP OFF, TURN THE ROTOR TO NUMBER 1 CYLINDER FIRING POSITION.
  3. TURN THE ENGINE IN THE OPPOSITE DIRECTION OF ROTATION FROM T.D.C. AT LEAST 30 DEGREES PAST THE DESIRED ADVANCE. NOW ROTATE ENGINE IN DIRECTION OF ROTATION TO DESIRED SETTING BEFORE T.D.C.
  4. INSTALL THE HI-PERFORMANCE DISTRIBUTOR IN THE ENGINE. IT MAY BE NECESSARY TO ROTATE THE HI-PERFORMANCE DISTRIBUTOR DRIVE, OIL PUMP SHAFT OR INTERMEDIATE GEAR TO PLACE THE HOUSING CAP AND WIRES IN THE CORRECT PHYSICAL RELATIONSHIP WITH THE ENGINE.
  5. TIME ENGINE WITH TIMING LIGHT.
  6. LOCK HI-PERFORMANCE DISTRIBUTOR DOWN WITH PROPER CLAMP.
  7. IF HARD STARTING YOU MAY RUN A WIRE (16 GAUGE) OR LARGER FROM THE R TERMINAL ON THE SOLENOID TO THE DISTRIBUTOR SIDE OF THE BALLAST RESISTOR. IF THE SOLENOID DOES NOT HAVE THE R TERMINAL, THEN YOU MAY HOOK IT TO THE S TERMINAL BUT YOU MUST RUN A DIODE IN LINE FROM SOLENOID TO THE DISTRIBUTOR SIDE OF THE BALLAST RESISTOR.
  8. DO NOT LEAVE THE IGNITION SWITCH ON WITHOUT ENGINE RUNNING, AS IT WILL DAMAGE THE MODULE.
- NOTE: \_\_\_\_\_ DEGREES AT THE CRANKSHAFT.



OPTIONAL: When starter solenoid does not have an "R" terminal you can use the "S" terminal. When the "S" terminal is used a diode must be installed. (Radio Shack #276-1661)

