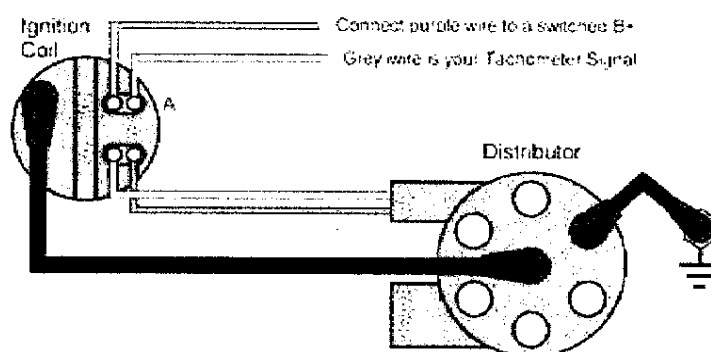


Delco EST Stand Alone Distributor Installation & Timing Procedure

The Delco EST Stand alone Distributor is a fully self-contained MARINE SYSTEM. Installation is not complicated, but the setup of **timing** must be exact.

After installation of the **Distributor** and mounting of the **Primary Coil**.

Connect the Black Coil Pigtail with Two Black Ends. This pigtail is marked A/B on the **Small End**. This End goes to the **Distributor** on the two prong connector marked A/B. The other end is the **Coil side**. It will plug into the Coil.



On only one side, the second pigtail has a **Gray Coil End with a GRAY and PURPLE Wire**. The **PURPLE** will go on the **Coil** on only one side. The **GRAY** wire is your tack lead; it must go to the **Gray** wire on your engine harness. The **PURPLE** wire is the 12 Volt lead.

NOTE! Depending on Year and Harness, there may be a Resistor or Resistor Wire in the system to check; place a voltmeter **RED** lead to the **Purple** lead on engine harness, **black** lead to ground. You should have 12 Volts or system voltage. If reading is 10.9 or lower, you may have a resistor in-line (bypass this resistor). Recheck voltage, it should be 12 volts or system voltage. Connect **purple** lead on engine harness to **RED** lead on the coil. Now you are ready to set timing

Catch the Wave!

POWERTRAIN

(Initial Timing Procedures for EST)

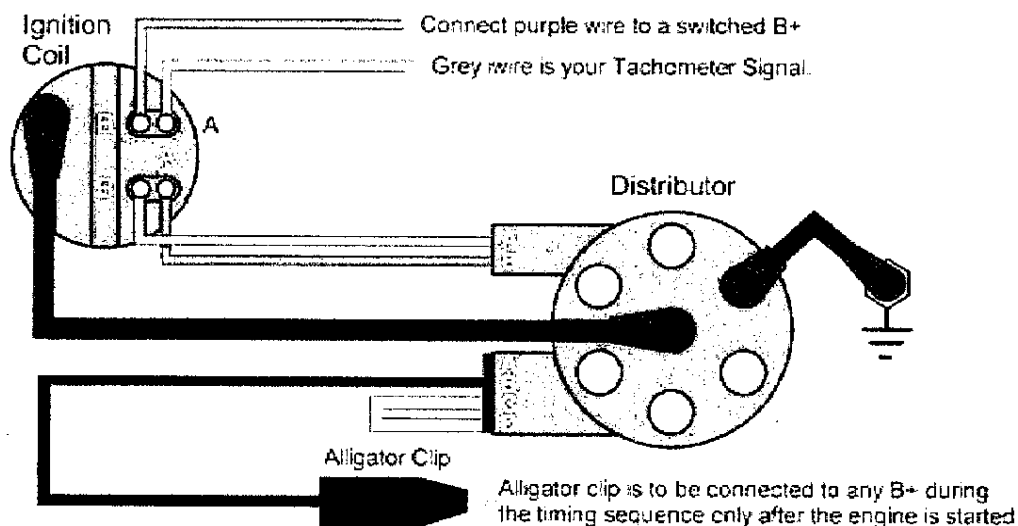
The initial timing connector is used to set initial timing of your Delco EST System. The initial timing connector is a 4-prong unit with white jumper and a black lead with an alligator clip on the end.

First start the Motor then plug in the **4-prong Initial Timing connector** into the distributor and connect the alligator clip to a 12 volt source this will lock the timing. The timing will not change with RPM.

Now with a timing light, set timing to EST specifications on Page 3. **(Make sure it is exact.)** If the timing is lower than specified, horsepower will be lower. If the timing is set higher than specified, catastrophic damage will occur and Warranty will be void.

Now remove the initial timing connector. Initial Timing is now set.

Check total timing when totally advanced under a load at max RPM set timing according to EST specifications on page 3.



IMPORTANT All new and remanufactured Flagship Marine engines should have the cylinder head and intake manifold bolts retorqued to factory General Motors specifications after the initial running of the engine.

Catch the Wave!